

THE LAW BULLETIN AND GOOD ROADS



VOL. XXI.

Boston, June 21st, 1895.

No. 25.



A WESTERN ROAD.

The above photograph was taken about two miles from Albany, Indiana.

Notwithstanding a general belief to the contrary, some of the finest roads in this country are in the Western and Middle States.

While the general average of eastern roads is good, we do have some which are hardly fit for publication.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class Matter.

Price, 5 cents.

TWO OLD ROOSTERS!

Perfidy and Dishonor Exposed.

A. CONFESSION!

TREACHERY UNEARTHED!

POTTER TALKS OF LEGAL PROCEEDINGS.

Undue influence used in the Secretary's office—Massachusetts names inserted in list ten minutes after said list was closed—Massachusetts Chief Consul confesses to having bulldozed employees in National Secretary's office—Talk of court marshal—New York aroused.

THE FOLLOWING IS FROM SEC.-TREAS. BULL.

The True and Authentic History of a Massachusetts Rooster!!!

Hatched too early in the Spring.

How he was FATTENED.

THE L. A. W. BULLETIN June 7th, 1895.

Massachusetts—378.

Nos. 78,289 to 78,660 Inclusive.

Nos. 79,461 to 79,466 Inclusive. (?)

New York—371.

Nos. 78,816 to 79,186 Inclusive.



The Early Demise of the Massachusetts Rooster!!!

THE L. A. W. BULLETIN June 14th, 1895.

New York—295.

Massachusetts—92.

To the mourners, with sympathy,

W. S. BULL,

Sec.-Treas., N. Y. S. Div.

LETTER FROM A NEW YORKER.

MASSACHUSETTS VS. NEW YORK.



This rooster has a history of which we may speak later. The particular occasion of his present appearance is the important, and we might say unusual fact that Massachusetts raised a larger number of new members this week than New York did.

EDITOR L. A. W. BULLETIN:

Dear Sir,— May I suggest that the above seems to me to be in bad taste in the national paper of the League in the place it appeared. It suggests the consular position of the editor and might better have appeared over his name in the official news. All honor to Massachusetts. She has heretofore done her duty better, much better than New York. New York is waking up this year and if Massachusetts can beat her we will all throw up our hats for her beating a larger State.

Yours for the National League,

No. 2,287.

AN OPEN LETTER FROM CHIEF CONSUL ELLIOTT.

I confess to having done wrong, but plead undue temptation. Our State has been behind New York from the start. On June 5th New York was but one ahead for that week; just as the list was ready to go to the printer, six Massachusetts names came in.

I was paralyzed with joy. I rushed into Mr. Bassett's office and suggested that we get in these additional names. He refused. I implored; he was firm. I demanded; he weakened. The names were inserted at end of Massachusetts list, and to save renumbering several hundred names the larger numbers which would have been used a week later, were inserted. I feared it might be our last opportunity and it evidently was.

The letter herewith from No. 2,287 is a just rebuke. The editor of the BULLETIN was called away and the paper left in the hands of the Chief Consul, that is how the rooster got in. We won't do so any more. If

Massachusetts Riders

would come forward a little more numerous we might get far enough ahead of New York to avoid any contention. Meanwhile we must say nothing and saw wood.

Massachusetts, where are you?

STERLING ELLIOTT, Chief Consul.

ASBURY PARK.

We are in receipt of an abusive and profane letter asking why THE L. A. W. BULLETIN doesn't pay more attention to the coming national meet at Asbury Park.

We will do the writer of this letter the kindness to conceal his name and location, except to say that he is not a resident of New Jersey.

Among other things, we are accused of having a personal feeling against the successful rivals of Massachusetts.

We freely forgive our insulting correspondent and would not feel called upon to notice his letter except that our readers have a right to know the position of the BULLETIN in reference to the national meet.

We confess to having a personal feeling, but it is of the kindest sort. The officials in charge of the matter are good people, and the BULLETIN wishes them and the coming meet every success. We intend to be there, in company with a large number of Massachusetts members, and have no doubt about the pleasurable features of the occasion.

We hope to make announcement, shortly, of the transportation companies which will give reduced rates from New England. We understand that a fare and a third is offered on all western roads.

[Since the above was in type we have received the following official matter from Chairman Brewster.]

TRANSPORTATION TO ASBURY PARK.

The Trunk Line, Central Traffic, Western Passenger, Southern States Passenger and New England Passenger Associations have authorized rate of one fare and a third, on certificate plan, to Asbury Park for League meet, July 8th to 13th. Directions governing sale of tickets are contained in circular printed herewith. It will be well to read these directions carefully.

The committee is disappointed in not being able to secure a better rate. We believe that the transportation companies would have largely increased their revenue had they accorded us a more equitable rate, but certain local conditions united with other considerations rendered our efforts futile.

From points near Asbury Park, such as New York, Philadelphia, Baltimore, etc., the regular summer excursion rates may be found lower than the concession named by the traffic associations. It will be well, therefore, for persons journeying from territory named, to compare rates before purchasing tickets. The Iron Steamboat Company advises that they will transport wheels without charge when accompanied by owners.

OFFICIAL ROUTES: The committee has not deemed it wise to designate official routes this year, but the chairman or any member of the committee will be glad to furnish any information in their power that may assist League members in

selecting the most favorable and satisfactory lines for their journey. Once in a while League members are found who are anxious to help those who help us; to these the services of the committee are most heartily tendered.

Fraternally,

W. M. BREWSTER, *Chairman.*

TRANSPORTATION INSTRUCTION.

First. Each person must purchase (not more than three days prior to the date of the meeting nor later than three days after the commencement of the meeting) a first-class ticket (either unlimited or limited) to the place of meeting, for which he will pay the regular tariff fare, and upon request the ticket agent will issue to him a certificate of such purchase (Form 2), properly filled up and signed by said ticket agent.

Second. If through tickets cannot be procured at the starting point, the person will purchase to the nearest point where such through tickets can be obtained, and there purchase through to place of meeting, requesting a certificate properly filled out by the agent at the point where second purchase is made.

Third. It is absolutely necessary that a certificate be procured, indicating that full fare has been paid for the going journey, and that the person is therefore entitled to the excursion fare returning. It likewise determines the route via which the ticket for return journey will be sold and *without it no reduction will be made*, as the rule of the association is that "No refund of fare can be expected because of failure of the parties to obtain certificates."

Fourth. Tickets for the return journey will be sold by the ticket agents at the place of meeting at one-third the first-class limited fare, only to those holding certificates (Form 2) signed by the ticket agent at a point where through ticket to the place of meeting was purchased, countersigned by the secretary or clerk of the convention, certifying that the holder has been in attendance upon the convention and vised by special agent of the railway association requiring the last named supervision.

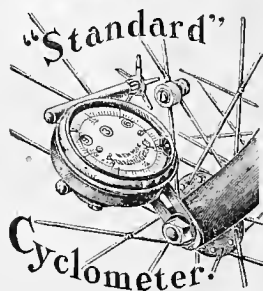
Fifth. Tickets for return journey will be furnished only on certificates procured not more than *three days* before the meeting assemblies, nor later than *three days* after the commencement of the meeting, and will be available for continuous passage only; no stop over privileges being allowed on tickets sold at less than regular unlimited fares. Certificates will not be honored unless presented within *three days* after the date of the adjournment of the convention. It is understood that Sunday will not be reckoned as a day.

Sixth. Ticket agents will be instructed that excursion fares will not be available unless the holders of certificates are properly identified, as above described, by the secretary or clerk, on the certificate, which identification includes the statement that one hundred or more persons, who have purchased full fare tickets for the going passage, and hold properly receipted certificates, have been in attendance at the meeting and by the stamp and signature of special agent of the railway association. A violation of the rules in certifying that the stipulated number were in attendance, when actually a less number of properly executed standard certificates were presented, will debar the offending organization from the further courtesies of this association.

Seventh. The certificates are not transferable, and the signature affixed at the starting point compared with the signature to the receipt, will enable the ticket agent to detect any attempted transfer. A transfer or misuse of certificates or tickets authorized under this rule will forfeit all privileges granted.

N. B. Please read carefully the above instructions, be particular to have the certificates properly filled and certified by the railroad agent from whom you purchase your going ticket to the place of meeting, as the reduction on return will apply only to the point at which such through ticket was purchased.

Happy Thought -- A "League" Dial!



No use to show a cut of it — for the limitations of black-ink print could convey no idea of the exquisite tints of blue and yellow and green and red in which the Emblem of the L. A. W. is enameled on the dial.

How much extra for a "Standard" Cyclometer, thus adorned, do you ask?
Nothing, except your kind approval of a liberal business policy.

The New York Standard Watch Co.,

11 John Street, New York.
 103 State Street, Chicago.

Pacific Coast Agents: POPE MANUFACTURING COMPANY, 344 Post St., San Francisco.
 OVERMAN WHEEL COMPANY, Larkin and McAllister Sts., San Francisco.

UNIONISMS.

Sir Henry Wotton once said —

"Hanging is the worst use man can be put to."

And we may remark —

Road Racing is the hardest test a bicycle can be put to,



The UNION CRACKAJACK.

... BUT THE

UNION CRACKAJACK

Is keeping its position nobly as the king of Road Racers. Here's another instance:

(Telegram.)

Moline, Ill., June 13.

"Ten Mile Road Race, First Time Prize, Arthur C. Walker, on a Crack-
 ajack, Time, Twenty-Six-Twenty-Three.

J. W. Cooper.

RACING MEN PLEASE NOTE.



UNION CYCLE MFG. CO.,

Branches:
 Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

THE **L. A. W. Bulletin** AND **Good Roads**

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,
12 PEARL STREET, - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to *League Members only*25

Editor: **STERLING ELLIOTT.**

Associate Editors:

NIXON WATERMAN. ABBOT BASSETT.

JUNE 21, 1895.

WHAT WILL THE LIVERY MEN DO?

IT has long been a recognized fact that the extensive use of the bicycle has cut into the business of men who keep horses to let.

How extensive has been the effect of this readjustment in methods of transportation is shown by the frequent allusions which have been made to the subject in papers devoted to the horse and his vehicles.

As the world progresses such changes as this must of necessity come about.

People as a whole know what they want, and the livery stable keeper who watches the growing tendencies, will, ere this, have discovered that horses are, to a limited extent, being superseded.

People who cannot afford to keep horses are expected to become more or less familiar with this wonderful new vehicle which doesn't require horses.

Many of those who cannot afford a new bicycle take a second hand one from some more fastidious or better fixed friend (or enemy, as it sometimes happens).

This constant wearing out of machines is a fortunate thing, for it enables people to ride a bicycle who could not have a new one of even the cheap-est make.

Total number printed this week, . . . **28,500**
Sent to paid subscribers, **27,080**
Samples to Advertisers, Exchanges, etc., **1,420**

Second hand machines may be had at all prices, so that any person who is not reduced to absolute beggary can usually find one at an appropriate figure.

In many instances the tandem has superseded the horse and buggy and the livery man has been obliged to adjust his business to suit the new order of things.

A recent number of the *Livery Stable* contains the following. It is one of the best and most comprehensive articles on this subject which has come to us.

"The most sensible and apparently the only thing for them to do is to place themselves in a position where they can retain the business that is now fast leaving them. That position is to keep bicycles for hire and be prepared to meet the demand for both bicycles and other vehicles. There is a good demand for bicycles, they cost less than horses, harness and buggies, they don't get the heaves or the colic, and don't require any feed.

"From what has been said it is self-evident that the competition of the bicycle must be met in a business like way. There will be no additional expense on the livery man for rent or labor and the only outlay will be the original investment for bicycles, which will be no more than it would cost to restock the stable with buggies. In that way only can the livery trade meet the condition now presenting itself. It is bad business policy to allow a man to settle himself next door to your stable and by keeping a few bicycles take away your trade. Your business is to keep conveyances for hire and to be governed as to the conveyances by the public demand. Surely no sensible livery man would lay in one style of carriage if he knows that the style is not wanted and cannot be let. He would certainly buy the vehicle he could let and to the best advantage. Of course the wiser plan is to keep enough horses and such vehicles as can be let, and, to add to these, bicycles. It is no argument to say that it was never done before—the same conditions never existed before.

Adapt yourself to the circumstances which confront you; these are a heavy demand for bicycles. Be prepared to furnish them, and as they are little trouble and less expense than light vehicles with a proportionately greater profit, reap the



How to join the L. A. W.

FD as the Continuous Break and services such as use of money called for and from the Treasury of the United States.

ARBOT RASSETT.

12 PEARL STREET - - BOSTON, MASS

* Give your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.
WRITE BEST FAIRLY. Packing provided.
The name of the applicant will be published in the L. A. W. Bulletin and Good Roads as soon as possible after it is received, and after two weeks, if not processed, the name will be omitted. They will continue to fill a name down month, because of a circumstance there are times and not be corrected.
If you are interested in supporting the L.A. W. Bulletin of the time will show, with a reasonable fee, where it can help be received. It will be a point to provide credit will be made. If you want your name in a full, complete, and

1895 JUNE 1895
SUNDAY MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY SATURDAY

2	3	4	5	6	7	1
9	10	11	12	13	14	8
16	17	18	19	20	21	15
22	23	24	25	26	27	22
					28	29

This Beautiful Calendar

With blanks for L. A. W. applications mailed free to clubs, postpaid, or to individuals for a stamp to pay postage.

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Are the Best Bicycles Built.

STERLING CYCLE WORKS.

236-240 Carroll Avenue, c
CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York City.

Sieg & Walpole, 285 Wabash Ave., Chicago.

Johnston & Bryan, 314 Post St., San Francisco.

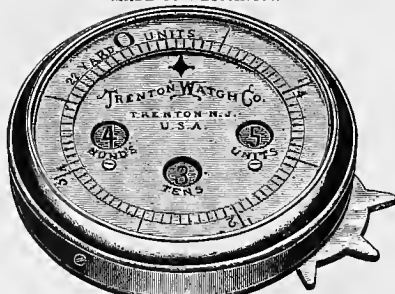
"BETTER THAN THE BEST."

The

"TRENTON" CYCLOMETER

is now on the market. Insist upon seeing them. You will then want no other, and accept no substitute.

MADE OF ALUMINUM.



ACTUAL SIZE
REGISTERS 1000 MILES AND REPEATS.

**WHY NOT HAVE THE BEST,
WHEN COSTS SO LITTLE?**

Fully Guaranteed.

The greatest value for the least money,

\$2.00.

POINTS OF EXCELLENCE.

Small size.
Absolute accuracy.
Handsome appearance.
Strength and durability.
Dust-proof and water-proof.
Noiseless and positive action.
Extreme lightness, weight $2\frac{1}{4}$ oz.
Can be read at a glance from the saddle.
Beautiful satin-finished aluminum dials which will not break nor crack.
Polished aluminum case which is but one-third weight of nickeled brass.
Scientific construction and careful inspection of all parts.
Can be run backward or forward at a high rate of speed without danger of injury to instrument or bicycle.

benefit of your enterprise which the riding public will appreciate. A considerable number of livery men have already sensed the situation, bought bicycles, and are satisfied with their venture.

This is the season for bicycles and there can be no doubt that those who are first in the field will have the advantage. Before the summer is over this new departure can be made to pay for itself and leave a handsome profit for the summer's work. Having bicycles to let will certainly not interfere with your letting horses so that it cannot injure the business you already have; it will, however, prevent your trade from slipping away from you and going to others who are more enterprising. A business man should not only strike while the iron is hot, but keep striking until the iron gets hot. The sooner livery men will consider bicycles as proper livery vehicles the better it will be for the trade."

A HOPELESS CASE.

NIXON WATERMAN.

He was just a common sinner,
But he'd buy a tramp a dinner,
An' he'd sort o' try to put him on his feet;
An' a feller might be needy,
An' his raiment worn and seedy,
Yet he'd stop an' visit with him in the street.

He made no ado about it—
Wouldn't brag around ner shout it,
Yet he did a heap to help his fellowmen;
When he'd find a fallen brother
In some easy way er other,
He would make him organize himself again.

He had money an' he spent it,
Er he give away er lent it;
Seemed ez if the more he lost the more he got.
Made all sorts o' big donations,
Helped support his poor relations,
An' he bought a orphan school a house an' lot.

Never heard o' him a-shoutin'
Ner a-settin' 'round a-spoutin'
'Bout the everlastin' wickedness o' things;
But he just went on a-findin'
Deeds to do, an' never mindin'
Much about a crown er harp with golden strings.

Yet the deacon's folks (it's very
Hard to say it), they was merry
When at last death came an' caught him in the lurch,
For they knowed the devil got 'im,
An' it served 'im right, dod rot 'im!
For he never had united with the church.

A GREAT WASTE.

Oh, fellowmen and brothers!
Could we but use the free
Advice we give to others,
How happy we should be.

A WORD that should always be pronounced
wrong.

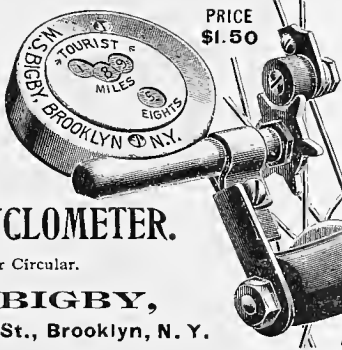
NATURE'S MONOTONY.

THIS is the season of the year when the owners of wheels are permitted to get about a great deal and see much of nature. Persons who almost forget during the winter months that there are such things as hills and vales and trees and brooks and a thousand and one other rural charms, go into the country during the summer and once more renew former pleasant acquaintanceships.

Nature is interesting in all its multifold phases, yet, when one stops to think of it, nature is awfully monotonous. As a matter of course it is too late now to alter the creation of things, but if we had been consulted before everything had been given a fixed form, we could have suggested a great many changes from the plans as they were carried out. We wish it to be understood that we hold ourselves in no wise responsible for any blunders that may have been made. We philosophically accept things as they are, yet, at the same time we are disposed to exercise the privilege of kicking while we have a chance.

What we dislike about nature is its sameness. It lacks variety. It doesn't surprise us often enough. You plant an oak in your dooryard this year and what have you next year? Why, an oak, to be sure. And it remains the same year after year—just a common, monotonous oak. Sundays, weekdays, holidays and all. No change. Oh! It's awful. If you wish a willow or an elm or a cedar, you've got to plant it, and after that it will never be anything else. Now why can't a tree be a pear tree during the summer and an evergreen during the winter? Men are not forever the same monotonous things. Men gamble this year and next year they reform and go to lecturing. Prize fighters become actors, street car drivers become poets, rascals become honorable men, and *vice versa*. Why need an oak tree be an oak tree forever, and why must its leaves always be the same shape and color? Look at our dear ladies. Note the variety of adornment they put on. They compel all the laws of cause and effect to conform to the vagaries of their wills. Why can't oak leaves be an oval pink one season and a square of blue the next? Trees, grasses and flowers all have this sorry sameness. They do not surprise us; we know what to expect. And it is the same way with the birds and beasts. The robin sings the same old song it did when Columbus discovered

A marvel of artistic design and substantial construction.



PRICE
\$1.50

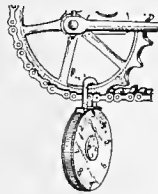
The New TOURIST CYCLOMETER.

Send for Circular.

W. S. BIGBY,
31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE COMBINATION LOCK.

Keyless; nicked; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.



PACKARD & CARTER MFG. CO.,
Agents wanted. Malden, Mass.

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & Co.,
406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.



The Lightest and Best Bicycle Clock Made.

Sent by mail on receipt of price. **\$2.25.**

Speed calculator included.

Levy Cycle Clock Co.,
1817 Ridge Avenue,
Philadelphia, Pa.

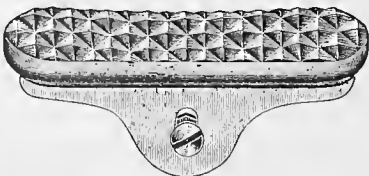
STOP PUNCTURES

We don't **KEEP** 'em
We **SELL** 'em.

Werneth's Puncture-Proof Tire Armors.

Price, \$1.50 per Pair, mailed free.

806 Druid Hill Ave., BALTIMORE, MD.



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. \$1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.

THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

DIXON'S 679 CYCLE LUBRICANT

DIXON CRUCIBLE CO., Jersey City, N. J.

Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.

Mention THE L. A. W. BULLETIN.

TOURING BAGS.



THE BEST THING MADE.

Price, \$2, \$2.50, \$3. Light and Strong.

Bicycle Shoes.

12 Styles from \$1.50 to \$3.50. 10 per cent. discount to L. A. W. members.

DETACHABLE CLEAT CO., 302 Washington St., Boston.



Careful wheelmen are never on the road without Redding's Russia Salve. It is the best thing extant for bruises, sprains and cuts. All druggists recommend it and sell it for 25 cents.



HEATH PUMPS.

Have you ever used one with a

UNIVERSAL COUPLING

Like this. Fits any valve. Always ready. Lasts a lifetime. It is **much the best**. Our guarantee: All broken or defective parts returned to us will be replaced **free of charge**.

Jobbers find them well known and quick sellers.

**30,000 now in use
and still growing.**

S. F. HEATH CYCLE CO., MAKERS.

N. E. AGENTS:
ELASTIC TIP CO., BOSTON.

Minneapolis, Minn.

ROAD MAPS

Of Maine, New Hampshire, Massachusetts, R. I. and Conn. These maps are handsomely colored and show all the roads and points of interest; for sale by the dealers, or sent by mail by the publishers; price 25 and 50 cents; send for catalogue. **GEO. H. WALKER & CO.,** Lithographers, 160 Tremont Street, Boston.

ANNUAL RACE MEET ARROW CYCLE CLUB

L. A. W.

Du Bois, Pa., July 4 and 5.

\$800.00 IN PRIZES.

Finest half-mile track in the state.

Entries close June 28, 1895.

F. I. SCHWAN, Secretary.



SOLID GOLD

Hard Enameled, L. A. W. VEST PINS, Ruby Center, \$2.00 each, in Rolled Gold \$1.00 each. Sent by mail on receipt of price. Fine Gold Bicycle Medals, Silver and Gilded Cap Pins, Lapel Buttons, etc., made by **JOHN FRICK**

Jeweler and Medallist, 8 Liberty Place, (opposite 21 Maiden Lane), New York City.

America. The bluebird, the lark and the catbird are doing identically the same thing they were when Methusalah was a little boy pegging stones at them. There has never been a particle of change in the programme. Why don't they keep up with the procession and sing the late popular songs? They are wearing the same design of feathers their great grandparents did. Not a feather more nor a feather less.

The seasons follow each other in the same monotonous succession. Spring, summer, autumn, winter. And then the whole thing over again without any variation. The sun rises in the east and goes down in the west, year in and year out. How much more interesting it would be if the sun came up just wherever and whenever it happened to feel like it. But no, it works just like a machine that never breaks nor slips a cog. There is nothing romantic about machinery.

If things would only keep us guessing we should have more to occupy our minds. All speculation is discouraged. Everything is done on a cut and dried plan. It's all a put up job. The die is really cast a long while before we really get a shake at it. All the rivers run into the sea just as they did in Adam's time. Everything has fixed laws. Everything does just what you expect it will do. Everything except men and women. Ah! They possess variety enough to satisfy the most capricious nature. A man says he will pay you the amount of a bill he owes you on Saturday. He surprises you. He doesn't pay it. A woman says she will be true to you forever and a day. Well, she keeps her word so far as a day is concerned, but the day after she elopes with a freckled-faced man who is nowhere near so handsome as you are.

Men are oaks to-day, willows to-morrow and ragweed next week. They change in size, color, disposition and purpose with the passing of every breeze. You can't tell whether they are marble or mush, bronze, or baled hay.

And after all may be it is best that nature is not so full of variety. It may be possible that more of a regular, assured thing really comes nearer answering our purpose. It would be disappointing to have a hen lay door knobs when one wanted eggs, or to have a cow give peppersauce when one wished milk. If pear trees were to bring forth palm leaf fans and potatoes produced flat irons whenever they happened to feel like it, we should hardly know where we are at. May be it is just as well that things are as they are. Let the show

go on. As we remarked before, we are not responsible for the character of the entertainment.

A PERMIT TO WALK.

IT has been suggested in France that in view of the growing popularity of the wheel, people who are so far out of date as to walk should be obliged to submit to some of the regulations which have been made for wheelmen.

An exchange, the name of which we have lost, makes some interesting suggestions for our own authorities. A few of the more important may be referred to. The present tax on bicycles is to be abolished. Every pedestrian will be required to procure a permit to walk. These permits must be renewed annually, and a fee will be charged for them. With each permit will be issued a numbered metal plate, which the pedestrian, while in the street, must always wear on the front of his hat band. Every pedestrian shall supply himself with a bell and a whistle, which he must sound when meeting or passing a bicyclist on the sidewalk, and always while crossing a street, whether or not a bicyclist is in sight at the time. At night he must also carry lighted lanterns on his breast and back. No pedestrian within the limits of a city or incorporated village shall walk more rapidly than at a rate of two miles an hour. France shall be entirely leveled, so that the public may be saved the annoyance and fatigue of hill climbing. A man with a straight back shall be regarded as a suspicious person, and kept constantly under surveillance by the police. Any pedestrian who, by reason of his awkwardness, negligence or being alive, shall, by getting himself run over, or otherwise disturb, impede, annoy or incommode a cyclist, or cause damage or risk of damage, to rider or wheel, shall be deemed guilty of a misdemeanor, and punished by a fine of 5,000 francs. On a second conviction he shall be imprisoned for life.

WHAT'S YOUR NAME.

'Twas a shame that man Brown, whose initials "N. G." Seemed so cheap and so sort of familiar that we Applied to the man the impression they lent, Never stopping to ask what the two letters meant. But 'twas not till he died that the folks of the town Discovered his name was Napoleon Grant Brown, When they said, "Had we known that was really the case We'd have made him the mayor, perchance, of the place."

'Tisn't fair toward the parents who go nearly wild In finding a name to bestow on a child To have it cut short and the offspring go through The world with a poor, cheap initial or two. So whatever your name, spell it out; don't you hide Your claims upon greatness until you have died And we find that the name you were given at birth Might have made you a prince had you used it on earth.

The rumor that Americans are losing interest in the celebration of July 4th will be thoroughly exploded, when that anniversary arrives.

We Haven't

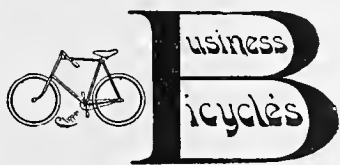
got many wheels for sale after our present orders are filled, as a natural consequence we haven't

Got Much to Say,

this week. We'll soon begin to talk to you about '96. Until then

Our Wheels Will Do Our Talking.

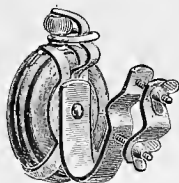
Makers of



Grand Rapids Cycle Co.
Mich.

CLIMAX BICYCLE WATCH,

Complete with Holder.



AMERICAN LEVER WATCH,

Guaranteed an accurate time-keeper, in pocket or on bicycle.

STEM WIND AND SET.

STRONG NICKEL CASE.

Holder is the only practical one made; the watch cannot get out nor rattle; one second adjusts it in holder; quickly attachable to any part of machine.

PRICE, \$2.50 each, postpaid.

Send for our Sundry Catalogue. Address Cycling Dept.,

Robt. H. Ingersoll & Bro., 65 Cortland St., New York.

HYLO GEAR

TWO WHEELS

The facts are plain:

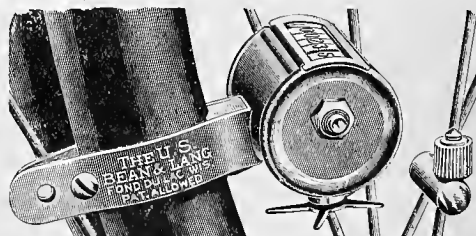
We make the best changeable gear made anywhere. Have used it two years and know what we are talking about. For road riding it is an indispensable comfort, adding fully three miles per hour to speed, without additional effort. Fits your bicycle. Write or call.

LOUIS ROSENFELD & CO.,
20 Warren St., N. Y.

ONE WHEEL

HYLO GEAR

U. S. CYCLOMETER.



10,000 MILES. Above reads 23 1/2 miles. **PRICE, \$2.25.**
Repeats or may be set back. 1 1/2 ounce. 1 inch long.
For 24, 26, 28 and 30 inch wheels. Fully guaranteed.
BEAN & LANG, Mfrs., - - Fond-du-Lac, Wis.

Persons who know say it's anything but pleasant to be made the butt of a goat's ridicule.

SPECIAL cash price for 21 lb. Gendron bicycles if we have no agent in town. Can ship promptly. Hopedale Cycle Co., N. E. agents, Milford, Mass.



New ... L. A. W. Lapel Buttons.

Sent by mail, 12 cents each; \$1.00 per dozen.

Solid Gold Buttons or Pins, \$1.00 and \$2.00.

We can make up any special club design in celluloid, gold, or gold plate. Prices on application. Badges, Bicycle Flags and Banners. Knights Temp. uniforms.

THE BOSTON REGALIA CO., 7 TEMPLE PLACE, BOSTON, MASS.

ZIMMERN BICYCLE WATCH CHAINS. Ladies' Victoria, \$1.25 each; Ladies' Fob, \$1.00 each; Gents' Fob, \$1.00 each; Pony Vest, very stylish, with charm \$1.50 each; cheaper grades 50c. less. Patent pending. The above sent on receipt of price, postpaid.

HEALY & CO., 1097 North Main Street, Providence, R. I.



You carry about you a watch, a knife, matches, and various other handy things. Do you carry Redding's Russia Salve? Better leave all the rest at home, rather than not carry Russia Salve. Quick relief from pain and danger in many kinds of accidents—cuts, burns, bruises, sprains, punctures, etc. Your druggist will sell you a box of it, today, for only 25 cents.

Upon receipt of money order or **\$2.00** by postal note, promptly forwarded to any address in the U. S., prepaid, safe delivery guaranteed, one of the new and unequalled

TRENTON CYCLOMETERS.

BERKELEY CYCLE CO.,

8 East State St., TRENTON, N. J.

THE "UNATTACHED."

BY ONE OF THEM.

IN every issue of the League organ, as we glance over the list of new members, we are impressed by the great preponderance in number of those classed as the "unattached," and this is no new thing, for when these lists were presented in the old organs, the proportion of this class to the number brought in was about the same. At present the League seems to be increasing more rapidly in number than at any one time in the past; and our membership will soon reach the 100,000 mark. In reality, however, we are far away in number from the figures, as thousands are out of the organization, albeit their numbers are counted in our official enumeration, and this fact suggests the query: Why does membership fall off every year in greater or less number? Why has this been so large, particularly the last year? It *may* be attributable to the "hard times" we have experienced as a people, though there is a doubt in our minds that it is the cause. Is it not rather the result of a sort of disappointment as to what these new members obtain as members?

It is a common question asked by non-League wheelmen, "What is the advantage of League membership; what do I get for it; what benefit results?" And so on through the whole category; and the answer has been the usual sound, logical reasons advanced, to care for wheelmen's rights, to secure privileges, to seek improvement of highways and so forth.

If the argument is conclusive and we secure our recruit, why does he desert in a year or two? The reasons for his becoming a member still exist, all the purposes of the League are the identical ones urged to secure him as a member. There must be a cause for his withdrawal from the ranks. Is this cause in him or is it to be found in the League itself?

Let us look at the matter in a plain, practical way. How does the League advance the interests of its members? In what manner is our organization conducted so as to cause a general good feeling of comradeship; how does it promote such unity as exists in other great voluntary organizations that have stood the test of years, aye, centuries? What is done to keep wheelmen together in the League? In what manner is the unattached member a factor in League affairs? Who is he? Where is he at? What is he? Anything more than No. 999,999, or any other card number? What is he called upon to do? Where does his work come in? Where are his co-workers? Where is the purpose — but we do not wish to overwhelm with a cyclone of conundrums.

The simple answer to all the above may be given in a phrase — want of organization.

Let us see, we who are in earnest. Before the advent of the "safety" opened a new field of sport, recreation and utility of conveyance, the member-

ship of the League was small. The g. o. o. was much too risky for most people, especially those who were doubtful as to their qualifications for acrobatic feats. With the new vehicle (that is the legalized term, now), a new impetus was given to League membership — new men affiliated — men along in years, of fixed habits, of disposition to secure recognition as a class using public highways, hotels, etc. This new element began the crusade against the barbarism of country roads. It was represented in its work by the *Good Roads*. It started the work of legislation for the improvement of highways. Its object was to increase membership to make the organization a power to secure good roads, privileges and rights of wheelmen, and a number of minor matters.

With this new era came a torrent of publications, ostensibly devoted to wheeling interests — in reality, trade journals, simply speculative, seeking standing among wheelmen to secure advertising patronage, and in this pursuit to an extent successful; but with their endeavors an element was interjected, which has been to a great extent the cause of decay in a vital part of the League body, namely the introduction of the race-track. Columns have been devoted to this part of cycledom, to the exclusion of other parts of much more consequence — all manner of notes about jim-dandies who were held up as representative wheelmen — squabbles between racing boards over rules — and so *ad nauseum*, till at meets more time was devoted to the racing business than ought else.

Of course, some of the younger members of the League appreciated this part of the work, but many of the older, who had joined with other business in mind, after a year or two, dropped out, as they felt little interest in what appeared to be the great object of the League officials.

The club, also, has been a potent factor in diminishing the interest among League members. As a rule, its influence has been the power in creating officials for the divisions. And where one club has successfully maintained a prestige in division affairs, the fact has bred jealousy and in a number of cases caused withdrawals and dropping out from membership.

At the present time League matters seem to be on a better footing, as far as increased membership goes. We are optimistic enough to hope for the best. But we cannot shut our eyes to the fact, that unless there is general interest maintained, the same falling away will occur again.

And we need not be oblivious to this fact: that there must be some work performed by those in position in the division to unite the class of League members who are a majority, and called "Unattached." At the present time this class are unrepresented in the State body — they are unknown among themselves and to the division officials. In this matter we speak of our own State — and hope it may not be generally true as applied to other localities. We know our League officials by

NATIONAL MEET of the L.A.W.

Asbury Park, N. J.

JULY 8TH TO 15TH.

The Ideal Location for a League Meet. Lots of things gratis to League Members.

RACES

Thursday, Friday and Saturday, July 11th, 12th and 13th.

All the Greatest Fliers Will Run.

COME!

ASBURY PARK, June 13, 1895.

An article in a Philadelphia morning paper, purporting to prove a disinclination on the part of Arthur Zimmerman to race John S. Johnson, places Zimmerman, Joseph McDermott and the Asbury Park Wheelmen as well in a false light. Mr. McDermott positively denies having said anything to the representatives of the Pennsylvania Bicycle Club, (which club is anxious to take the proposed race from Asbury Park), which could possibly be interpreted by a fair mind in any such way as has been done. Mr. McDermott did say that Mr. Zimmerman did not care to race Johnson, nor anyone else, for \$1,000, explaining, at the same time, that this was because Zimmerman was in a position to make a large amount of money by exhibition riding, which he would have to sacrifice in order to train for a match race. Mr. McDermott is kept busy arranging these dates for the champion, and is not making racing dates. That department has been turned over absolutely to the Asbury Park Wheelmen, who are making every effort to bring about the race for which the whole country is anxious, and it is to them that those anxious to back Johnson, (as the Philadelphia visitors to Freehold professed to be), must reply. The Asbury Park Wheelmen consider the effort of the Pennsylvania club, (if it was authorized by that club), in trying to take from them the race which they have been at much pains to try to arrange, as most unkind. There is no bluff about the race as they intend to manage it. Zimmerman's money is up, and if Johnson wishes to race the champion he must come here to do it. He will be given every opportunity, but Zimmerman has a right, which the Asbury Park Wheelmen insist upon, to name the place of meeting, and Asbury Park is the place so named. Zimmerman is more than willing to race Johnson, but he objects, and very justly, to doing so for a beggarly thousand dollars.

W. H. BEEGLE, *Chairman Race Committee.*

An unauthorized souvenir programme is in contemplation, J. E. McLain of 21 Beekman street, New York, having solicited advertising therefore. The Asbury Park Wheelmen have nothing to do with this proposed publication and will not benefit by it in any way, and will undoubtedly suffer by it, as some who might advertise with them will be confused by the apparent intention to issue two souvenir programmes. The only one which is authorized and from which the Asbury Park Wheelmen will receive a benefit, is being gotten up by the press committee, and only the chairman of that committee and Mr. George W. Cole of 111 Broadway, New York, have so far been authorized to solicit advertising. This programme, which will be a credit to the club and to the League, is positively the only one that will be circulated on the grounds during the races.

name as announced in the BULLETIN. We have local consuls, it is supposed, but we have to learn that there has been any effort to get the members of the League together here at any time.

A number of personal acquaintances, who were members of the League are now outside. They are good citizens, honest believers in the platform of the League, but they "haven't any use for it," as at present carried on. They are not "touring"; they don't ask for "cut rates" at hotels; they have been to track races and witnessed the loafing of crack teams on the course till the last few hundred yards' "spurting"; they have witnessed the enactment of laws and ordinances in State, town and city bodies, respecting wheelmen, of an adverse character; they have seen little effort made to protect wheelmen in road privileges, and they ask, "Why should I remain in the League, or use my endeavor to increase its membership?"

This state of affairs may be remedied, and easily enough, if there is the disposition.

Why do not local consuls call together all League members, become acquainted with the majority, organize meetings, appoint a local board of officers, who can act in an executive capacity, ascertain our numbers; and when exigency requires, be found, to act for the interests of wheelmen. In local affairs there is always something cropping out, requiring discernment on the part of interested parties. With a body of citizens in any locality, known to each other, much may be accomplished, so far as securing privileges, maintaining rights, etc., are concerned.

In all honesty of purpose, in desire that the League of American Wheelmen shall become what it ought—a power in the land and a champion for wise laws—we ask the League officers of the Connecticut division to take such steps in effecting a more perfect organization—to retain our present and secure a future membership among those known as the "Unattached."

BENT TUBING.

When a handle bar or other tubular part of a bicycle becomes bent out of its normal position, it should, if possible, be placed in the hands of a professional repairer. Sometimes, however, it is necessary to improve its shape before it can be ridden home.

An *attaque* of the BULLETIN recently saw a rider attempting to straighten a handle bar by pounding it with a stone. This treatment entirely ruined the bar, which might have been saved by careful handling.

The tendency of a tube when bent is to flatten at the bended portion, and if bent far enough, the outer and inner sides of the curve will come entirely together and then bend, or break as two flat pieces of metal.

The manufacturer counteracts this tendency, by

bending in dies which come up at the sides of the tube and prevent its widening as it bends.

Blocks of hard wood hollowed out to partially encircle the tube may be used for special repair jobs, but the tube should never be touched by a hammer, vise, or other hard, flat implement.

If no special preparation can be made for the bending or straightening of a tube, fairly good results may be had from the use of soft pine blocks applied at the proper points, the force back of the blocks being applied either by blows or pressure. Very often a bent tube may be corrected by clamping lightly in a vise between soft wooden blocks and pulling carefully upon the longer end of the tube.

It is a peculiar property of all metal that when bent without heating, it possesses a slight tendency to return to its normal position, and hence takes less force to put it back than was required to spring it out of place.



BOOKS ON SPORTS AND HEALTH

All finely illustrated.
All cloth bound.
All by experts.

Cycling for Health and Pleasure	\$1.00
Golf and Golfing	1.00
Walter Camp's College Sports	1.75
Sandow's System of Physical Training	2.00
Hygiene and Physical Culture of Women	1.75
Athletics for Physical Culture	2.00

Any of above books sent on receipt of price.

WM. FREEMAN, 67 W. 23d Street, New York.

OUR BLUNDER.

In advertisement of Wm. Freeman (books) last week, the address should have been 23rd street, instead of 63rd as it was printed.

We lay it to the hot weather.

THE RULING PASSION.

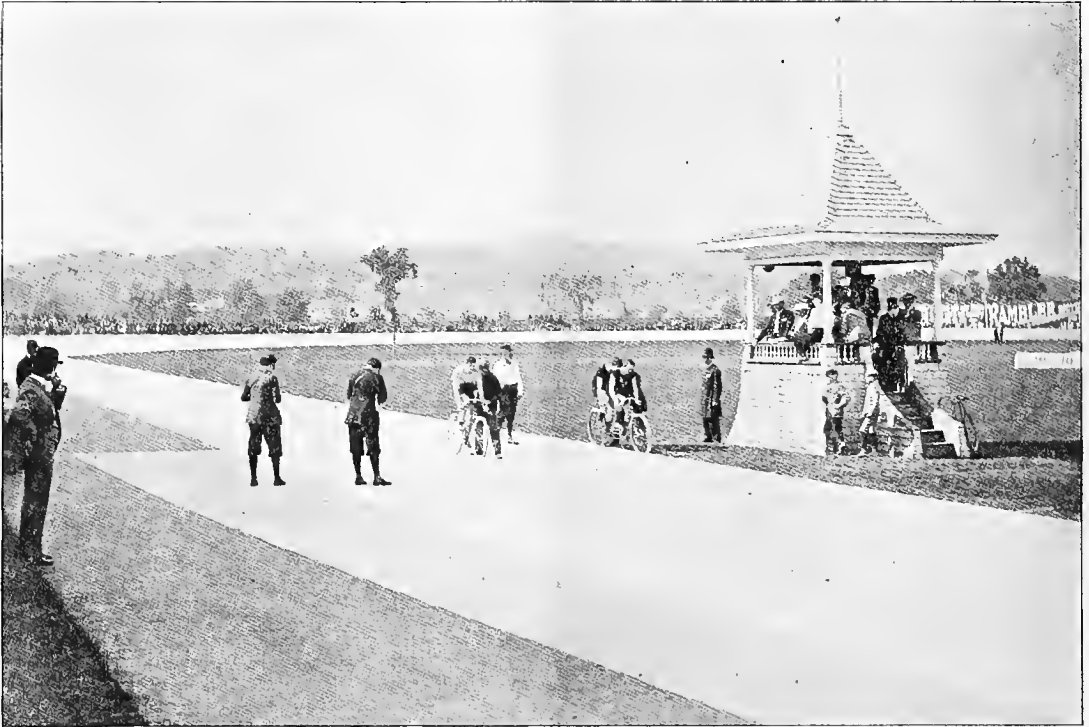
One of our country exchanges has a thrilling account of a young lady who rescued her lover from the cruel wheels of a moving train. And in the midst of the more interesting part of the story we find the following:

"When the train stopped at — the young man, who, by the way, is agent for the — bicycles, espied the young lady in question on the depot platform."

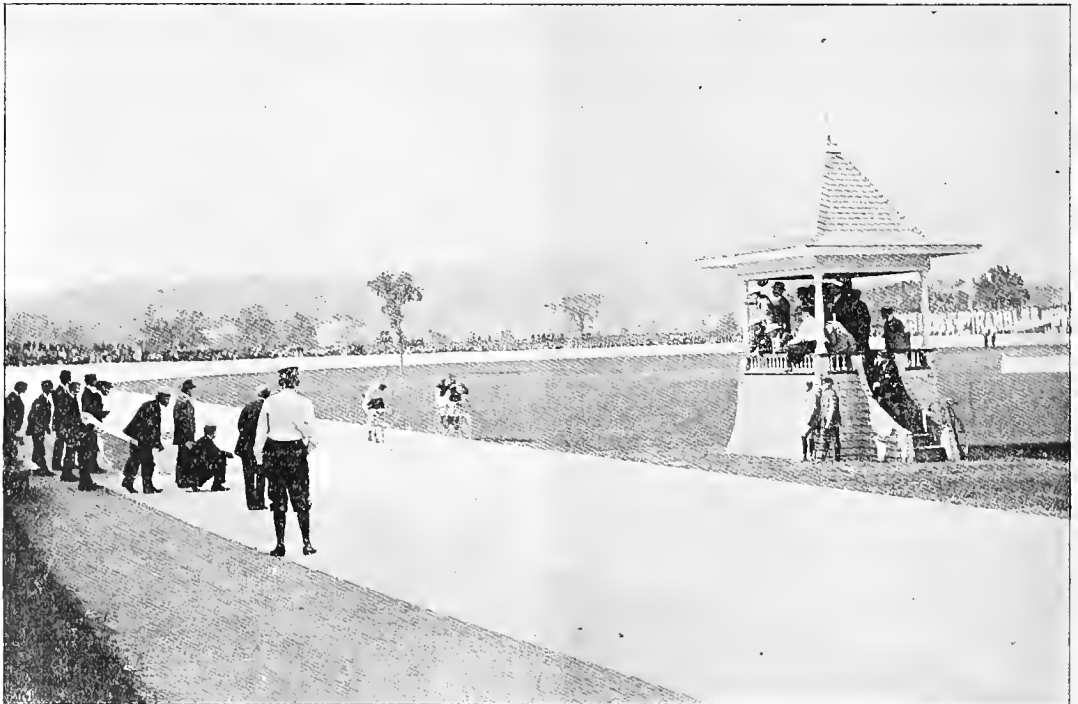
Verily? advertising is a great thing.

WHO'LL POINT THE WAY?

A minister, of New York City, asks the following: Will some benevolent Leaguer give me the most direct rideable roads from *Burlington, Vt.*, to *Littleton, N. H.*?



THE START OF THE MILE EXHIBITION RACE BETWEEN ZIMMERMAN AND A TANDEM AT THE WALTHAM TRACK MAY 30TH.



THE FINISH OF SAME RACE — ZIMMERMAN IN THE LEAD.

THE PROPER COSTUME.

A LADY writing from Kokomo, Indiana, in expressing her views of the bloomer and knickerbocker costumes for bicycle riders, says that only those women who are so fortunate as to possess a form of perfect proportions, should presume to wear any other than the regulation dress ordinarily worn by women, and wishes to know if we do not coincide with her views. We cannot say that we do. Right at the very threshold of this subject we are met with the question, what are the measurements of the perfect female form? Some time ago, a woman, eminent in the science of physical culture said they should be as follows: Height, five feet, five inches; bust measure, thirty-one inches; waist, twenty-seven inches; hips, thirty-five inches.

It is not for us, who have been too busy keeping the wolf from the door, to permit of our making a critical study of matters of this kind, to say that the eminent lady referred to did not know what she was talking about. Yet we give it out as our hastily formed conclusion that there can be no fixed dimensions by which physical perfection can be measured. It is, and always must remain largely a matter of individual opinion. We can yet vividly recall the image of the first girl we ever really and truly loved — or thought we loved, which in a breach-of-promise suit practically amounts to the same thing. She was nearly six feet from tip to tip, we should judge, and about as slim as the average man's excuse for not accompanying his wife to church on Sunday morning. We have not at hand the statistics giving her exact weight but we remember well that we could hold her on one knee for hours at a time and not grow one-sixteenth as tired as we have since, when we have been compelled to trot a fifteen-pound infant for ten minutes. She must have been very slight. According to the measurements given herewith she would have to be considered defective in form, but on the contrary she was, as we determined when we first met her, a model of physical perfection. While she sat enthroned in our castle of fancy we spurned all girls who were not, like her, of the tall and lithe and willowy type, as being utterly without beauty of figure. We gave all such to understand that there was a great chasm yawning between us which the bridge of matrimony could never span. Later on, by some unaccountable process, our affections were transferred from this tall, slender girl to one who was as short as the modern honeymoon and as broad as the Unitarian creed. We saw then what a great mistake we had made in thinking that a tall, slender girl could be called beautiful in form. This short, thick girl was our ideal of perfect physical proportions for several months. After that we gave up trying to fix upon any unchanging standard of beauty. The one we loved last was always the nearest perfect. Tall girls, short girls, thin girls, plump girls, all seemed to have equal weight in

our fancy. There was a time when we would have bet our last dollar that each of her was the perfect type of feminine loveliness. And there you have it. And from what we have seen and heard we believe it is just that way with others, and eminent students of physical culture can go on fixing up standards of perfect measurements till the cows come home and it won't amount to any more than a last year's political platform. We all know the sort of a figure that is nearest perfection and no other living person can pick her out for us any more than they could be measured for our set of false teeth. And it's just this sort of a thing that will prevent anyone saying what women should wear the new bicycle costumes and what should not. It is one of those things that can't be done and the person who tries it might just as well be arguing politics or religion for all the good it will do. Every woman knows what she wants or doesn't want and the opinion of the rest of the world cuts no figure in the matter.

A CYCLET.

BY C. F. HAYNES, M. D.

The time has come when ladies feel
They're out of style without a wheel.
At first it seems a little odd
But now the wheel's quite *a la mode*.

Since Mrs. Crank no longer meddles
We see their feet upon the pedals,
And hear them sing the cycle song:
"I come, I come, ye've called me long,"

As out they go to take a whirl
The matron and the blushing girl,
For change of air and change of scene,
From barren walls to fields of green.

No longer tied to cab or car,
They circulate both near and far,
Excelling quite in style and grace,
Though not first in the *human* race.

Physicians generally decide
To recommend the cycle ride,
And every lady now should feel
It quite the thing to own a wheel.

So great has now become the fad,
The boys expect it from her dad,
That with the hand of Fan. D. Sickle
There goes as well a fine bicycle.

Only One Thing Needed.

HER FATHER: The fact is you could not give my daughter the surroundings she has been accustomed to.

HER LOVER: But she and I both clearly understand that love in a cottage is all we shall want.

HER FATHER: And you will expect nothing from me?

HER LOVER: No—er, that is, nothing but the cottage.

“ON, STANLEY, ON.”

FOR SNAP SHOTS

Stanley

USE THE

Dry Plate, “50”

FOR LANDSCAPE WORK

WHERE TIME EXPOSURES ARE REQUIRED

USE THE Stanley “35”



*Among professional photographers the Stanley Plate
is the favorite on account of its speed
and fine chemical effects.*

*The Stanley Plate is sold by the principal dealers in
photographic goods.*

If your dealer does not handle them send direct to the factory.



Address,

THE STANLEY DRY PLATE CO.

NEWTON, MASS.

SUNDAY RIDING.

THE fact that the outing spirit is such a factor in our rest days that many clergymen are up in arms against the tendency toward open air enjoyment on Sunday is significant. The alarm felt by the pulpit over the fascination that the wheel and the open country have above the pew and the church service is natural, since the prospect is that this year will see a greater use of the bicycle than ever before among both sexes and all classes. There was a time when the Sunday rider might have lost caste, but that day is long gone by, and whether they forsake the church, or go to church first and take up the wheel afterward, it is evident even to a careless observer that Sunday is now bicycle day par excellence. It is so in Boston, in New York, in this city, the greatest bicycle town in this country, and in Chicago. To-day in this last mentioned city a big bicycle parade is to take place with 1100 club men in line and over 2000 unattached riders. The unofficial outings of clubs and individuals in this city more than duplicate this showing on almost any clear Sunday, and if a parade should be organized the Chicago turnout would be far distanced in numbers and in everything else. This utilization of Sunday as a recreation day for wheelmen will increase rather than decrease, and as a problem for the church to solve it is no mean question.

One Boston clergyman has taken the bull by the horns and proposes an early morning service which would give those who love an open air life a chance to get that meed of spiritual refection that is necessary for well rounded existence, and still would leave the rest of the day practically open for a trip to the country or any disposition that might be made of the day of rest as far as general recreation goes. Another in New York utilized the evening service and invited the wheelmen, doubtless feeling that after their day or afternoon of recreation and animal enjoyment they would be well disposed to the truths of religion, and also hoping doubtless that such practical application of spiritual truths could be made as to act as a means of grace. But to many of the rigid disciplinarians such efforts savor too much of a compromise with the world, the flesh and the devil, and so it is not at all surprising to note that other ministers have denounced Sunday outings and particularly the devotion to the wheel and in no uncertain tones. They doubtless feel that the sanctity of the Sabbath is something that cannot be trifled with and that it cannot be broken into even under the guise of a healthful and innocent amusement.

Still, whatever may be the attitude of the various Protestant communions and of the various ministers in these communions, Sunday riding is a hard fact, and another fact is that those who ride on Sundays have not the slightest shamefacedness about it. That many of them have the closest

affiliations with the churches cannot be disputed, and the question then comes up what is to be done with these erring children of the flock? It has been suggested that the churches will have to make some arrangements whereby the bicyclers can attend service, arriving and departing on the wheel. If this is done the bicycle room in the church of the future will take the place of the wagon shed now a familiar fixture of all our country churches of to-day. The sexton will have something else to do beside unlocking the doors of the church and seeing that the ventilation is as it should be. The latter duty, however, is one that must be numbered among the average sexton's sins of omission. But come what will, the bicycle either at the regular service, the early service or the late service is likely to attract increasing attention, for conduct is always more than belief and it is human nature to do those things that are innocent even if dogma disapprove. It will be hard to convince the enthusiastic wheelmen that riding on Sunday is a sin, and especially since in all our large cities the example, whether bad or good, is set by those who are more or less the leaders in society.—*Phila. Press.*

OLD-FASHIONED WHEELS.

Fathers and Grandfathers of the Modern Pneumatic Safety.

BY NO. 4,389.

MY experience with the bicycle, more especially the "safety," may be interesting or otherwise. In 1863-4 I was riding the old velocipedes in a hall, in the city where I lived, and a few attempts were made with them out on the street. Other boys and myself had great fun racing across and around the hall and a grand game of "dodge" around the posts that supported the roof of the building.

In the seventies I was on the high wheel. It was no less dangerous than a kicking horse. Later on I saw a "safety" imported from England by a firm of agents. I immediately gave it a trial and at once gave the first order for one given in the State where I live. It was a "Rudge," 30-inch wheels, solid tubing, single frame, 65 pounds, 54 gear, the bearings so made as to have an open space at the bottom of each set so that grit and dirt might run out, (quite a scheme) small solid tire and direct spoke.

I was "hooted" wherever I went. My son, a little fellow then, sometimes rode with me on a high wheel, when I would hear such shouts as, "Oh! give the boy a show!" "Get off and give the boy the donkey, you take the horse!" Sometimes apples, tomatoes and even eggs, came sailing dangerously near, thrown by unknown hands, but never but once was I stoned, and then, by good fortune, I was not hit.

After the "Rudge" I passed through all the stages; after every new thing, spring fork, cradle



Sometimes, grown tired of walking,
Like others, you will "fly";
And when you've studied wheels
and wheels —
We know the one you'll buy:

PEERLESS

Just a little better than the best.

DO YOU WANT WHEELS?

If you do, write us. We have greatly increased our production and can fill orders promptly. For the **easiest running bicycle** on the market, ask Peerless riders.

The Peerless - Model G. Light Roadster, - - 21 lbs.
" " B. B. Track Racer, - - - 17 lbs.
" " K. Ladies', - - - 24 lbs.
The Triangle - Model H. Roadster, - - - 24 lbs.

Note.—All Peerless Bicycles have blue rims.

THE PEERLESS MANUFACTURING CO., Cleveland, O.

seats, etc. I bought the first single tube pneumatic I could possibly obtain, built the wheel over for it, and was again the pioneer rider in that line.

As improvements came I bought and exchanged each year, 'till here we are in '95 with what seems almost perfection. My this year's wheel is of a well-known standard make, weighs about 22 pounds, has single tube tire, which I consider the best made, and 70 gear, as I like to *pedal slow and ride fast*, if the expression is allowable.

It will be seen that my present wheel is about one-third the weight of the first one and that in one hundred revolutions of the pedal I travel about four hundred feet further on this than on the first machine, and if I may judge by my feelings at the end of, say a five-mile ride, I am now about one-third as tired as I was with my first machine.

During one year, I think it was 1890, I kept an account and put five cents to the credit of my wheel every time I rode it, when otherwise I would have used a horse-car, and its earnings were \$52.00 and some odd cents. I have also kept an account since I bought the "Rudge," and I find that with all the frequent changes,—for I am always after my ideal of any *new, best thing*,—it has cost me an average of \$25.00 a year and the \$100.00 for this year's machine to maintain my wheel. To be fair to the bicycle, it should have put to its credit

every five cent piece I would have used in riding it when I would have otherwise taken passage on any public transport, and the greater benefit of health, pleasure and mental profit derived from it.

With continued interest in *Good Roads* and a rugged lease of age I hope to make even a better future showing.

HAVE YOU NOTICED IT?

A letter from the one you love
May for a week or more
About the city idly rove
In searching for your door.
But let your tailor send a "dun,"
And in a manner spry
It's sure to catch you on the run
Before the ink is dry.

It Must, Indeed.

It must be pretty hard for a woman wearing a dress she has "turned" three seasons, and some faded cotton hose with patched heels, to say to her liege lord, "I love you just as dearly as when we were married thirteen years ago." It must indeed be hard to say it.



BURNED CLAY FOR ROADS.

GEO. M. HUSS.

THE use of burned clay as a road material, as suggested by Mr. Olmstead in the BULLETIN of June 7, is worthy of considerable attention in this country, though subject to some decided limitations. The district must be not only without road making stone or gravel, but also close to cheap coal supply, to make the price of burned clay cheap enough for use on the roads. Even with these conditions favorable, I think it is questionable whether the improvement in the quality of the roads will be sufficient, if the locality is high, rolling clay country, susceptible of good natural drainage, though it goes without saying that any material will improve low, marshy spots, such as are found in all clay roads.

I cannot add much to the information Mr. Olmstead gives regarding this material for roads, but, in my experience as a railway builder I have had occasion to use and test burned clay ballast on western railroads, where other material was not available. The clay used was of medium brick making quality. Inferior slack coal was obtainable with a railroad haul of less than thirty miles, at a cost of little more than the freight.

The method of burning the clay was as follows: A piece of ground about fifty feet wide and three hundred feet long, close to the clay pit, was leveled, and a track built along one side of it. The surface was covered to a depth of two inches with coal, over which was spread five to seven inches of clay in its natural condition, as plowed and wheeled from the pit. This layer was fired and another alternate layer of coal and clay placed on top of it immediately. The process was continued till the pile was about five feet high, and, as the coal burned out and the mass settled it was renewed until the pile of thoroughly burned clay was about the full height of five feet. The ballast, which broke up in very irregular lumps from one-half to four inches in diameter, was then loaded on cars. The company manufacturing the ballast sold it to the railroad company for one dollar per cubic yard, during the first year, and subsequently the price was reduced to seventy-five cents. When the coal was delivered free at the

pit the price was fifty-four cents. At these prices only a fair margin of profit remained.

The experience of the railroads using burned clay ballast has been eminently satisfactory. Its irregular formation makes it pack well; it is very porous, both through the interstices and the material itself; and it is almost dustless. At the few road crossings where it was used across the right of way, and was subject to wagon travel, it showed a tendency to grind to a fine dust, and was pasty in wet weather.

From my experience I should judge that ordinary burned clay would be too friable for road use where there was any considerable amount of travel or heavy teaming, but it certainly is an ideal material for road foundation, if covered with a top dressing of fine broken stone or gravel.

CHICAGO, June 14.

GOOD ROADS, GOOD MILK.

WE have in our province 1,250 cheese or butter factories. Each receives on an average 4,000 pounds of milk a day, being 5,000,000 pounds per day and 750,000,000 pounds per season for the whole province. On account of the bad conditions of our roads not more than 800 pounds of milk are carried in each load brought to the factory, which is five loads per day, or 750 loads per season, on an average for each factory. Putting each load at 50 cents, which is not too high, on account of the whey being carried back to the farmer, this represents an expenditure of \$375 for each factory. For the whole province, calculating that 750,000,000 pounds of milk have to be carried, it represents an amount of \$468,750.

Let us suppose now that we have everywhere good roads instead of bad ones. Then we will certainly be able to draw loads of 1,200 pounds of milk instead of loads of 800 pounds. In that case instead of having to carry 750,000,000 pounds of milk in 937,500 loads of 800 pounds each, at a cost of \$468,750, we would have to carry only 625,000 loads of 1,200 pounds, which at the same cost of 50 cents would represent only \$312,500 of expenditure, making a saving in favor of good roads of \$156,250 per factory and \$156,250 for the whole province.—*Carmel (N. Y.) Courier*.

SPRINKLING STREET CAR TRACKS.

The Southern Street Railway Co., of St. Louis, has placed sprinkling pipes at the rear of its tank cars, and when watering the rails, sprinkles the street between and alongside its track, to the great comfort of its patrons, and the public generally. The small first cost of the piping is the only expense; the city supplying the water free of cost.

An acre of loam will hold over three hundred tons of water.

A SIDE PATH FOR TRAMPS.

BY ONE OF THE TRAMPS.

NOW is the season for heaping mud and big grass hummocks in the road under the name of repairs, falsely so called—this old tramp would respectfully give his opinion, which the same is as follows:

First—That in road building some regard should be paid to the great army of tramps that are compelled to "huff it," as the old woman called it, because from necessity or choice, as the case may be, that is the way they travel. Now it is a well known fact, to the tramps at least, that the ordinary road builder has no thought or care for the convenience or comfort of that large class of our fellow sovereigns in the construction of our country roads.

He looks with complacency upon the narrow, rounded track, just wide enough for the wheeled vehicle, which must needs keep exactly in the centre in order to avoid being upset in the deep ditch on either side, leaving only a narrow ridge on either side of the carriage track, which in wet weather is mud, and in dry weather a bed of dust, through which the tramp must plod, or, what is still worse, keep the middle of the track through dust or mud, as the case may be.

True, he may wade through the grass and briars on either side of the carriage way, thereby soiling his patent-leather shoes or tearing his feet, either horn of the dilemma being highly unpleasant.

What would I do about it? This—I would have the road-bed built wide enough for a carriage way, and a footpath for the tramps.

All wheeled vehicles should take one side and keep to it, leaving a smooth beaten path on the other side for the tramps; the wheels only encroaching on the footpath in turning out while passing each other, under a penalty of ten dollars for every such encroachment, with the single exception above noted.—*Ridgefield (Ct.) Press.*

CONVICT ROAD LABOR.

The work of making convicts construct good roads throughout the great State of Texas is proceeding with commendable rapidity. The arrangement is that the state convicts shall prepare the material for roadmaking, while the county convicts shall do the work on the roadbeds themselves. If this plan is thoroughly carried out, it will be millions of money to Texas. Immigrants to the south and west will all want to live where there are good roads.—*Ballston (N. Y.) Journal.*

THEY ALL WANT IT.

The vote of the House of Representatives to increase the appropriation for State roads from \$300,000 to \$400,000 indicates the popularity of the new manner of constructing highways. The increase was carried by a large majority. This new method seems to have come to stay. By the way, when is the State road going through Athol?—*Athol (Mass.) Transcript.*

ROAD COMMISSIONERS.

The following is just as applicable to roads as it is to roofs.

"Josiar," said farmer Cornstossel's wife, "the roof's aleakin' agin."

"Is it? Well, I'll investigate it ter-morrow."

"Josiar!"—and she spoke with something like asperity, which was not usual with her—"I don't read the newspapers fur nothin'. What thet roof wants ain't investigation. It wants 'tending to."—*San Jose (Cal.) Report.*

INVOKING POWERFUL HELP.

A new road machine passed through our village yesterday, bound for our sister town Ashland, and we pray God it may start in at the dugway and display its ability from there to Ashland village. If lightning ever struck a road or mankind forsook it, or pedestrian condemned it, or wheelman swore at it, or jackass brayed at it, it's the pass between the mountains from Red Falls to Ashland, once called a public highway. It is evident Burton G. Morse is dead, and were strangers to go through this pass they would certainly have the right to believe that all mankind in that neighborhood had been dead and buried for years.—*Prattsville Advocate.*

A DOUBLE BARRELED ROAD.

The commissioners of highways at Harvard, Ill., so the *Herald* says, are planning a new scheme in the way of road work. They propose to build two driveways upon each road. The first is to be graveled and used by those who have heavy loads and the latter may be used by persons driving vehicles of a light burden. This will be done only where the greatest amount of travel is done.

TACOMA ROADS.

A movement is on foot among the Tacoma bicyclists to organize an association, having for its purpose the procurement of legislation to create better roads. The object is a commendable one. The coming of bicycles seems likely to bring about a better condition of the country thoroughfare, just as the coming of railroads resulted in their neglect.—*Tacoma (Wash.) News.*

GOOD NEWS FOR MASSACHUSETTS.

Massachusetts is not going to be content with good roads, she has determined to beautify them by planting trees. Her highway commission will soon begin a practical study of the planting of road shade-trees. The estimated expense of the work has been placed at half a million dollars and it is money well invested.—*Buffalo Commercial.*

ROADS ARE IMPORTANT, BUT—

As between the good roads agitation and the new woman fad, no fear that man will be called upon to arbitrate about comparative importance. He is prejudiced. He has done too much footing of feminine bills over the regular road to his pocket.—*Fou Du Lac (Wis.) Reporter.*

SIGNS OF A REVOLUTION.

The times change and everything is changed with them. A citizen of St. Joseph, Michigan, has a pet rabbit that instead of being afraid of dogs, on the other hand, fearlessly attacks and puts to flight the smaller representatives of the canine family.

To the thinking mind this piece of information opens up a great field for speculation. It is a well known fact that, sooner or later, nature manages in some way to equalize all things. There is an harmonious leveling up of everything with which she has to do. For example snow comes down in the winter and ice goes up in the summer. The pendulum that swings furthest to one side, will, in turn, swing furthest to the other side.

All of this being true it is almost reasonable to presume that the time is near at hand when dogs, who have been lording it over the rabbit for a long, long while, are about to see the mantle of authority fall from their shoulders, figuratively speaking, and rest upon the hitherto persecuted rabbit. It seems odd that this should be so, but, after all, why shouldn't it? We have become so accustomed to seeing the hound chasing the hare that we are scarcely able to think of the tables being turned, with a pack of hares chasing the hound to his certain destruction. But this Michigan rabbit reminds us that such may be the spectacle we are soon to look upon.

And what the rabbit does, the deer, also, will do. It will be an interesting sight to see a magnificent stag chasing a body of horsemen across country. The birds of the air will take as their pattern the bravery of the beasts of the field, and, ere long, we may expect to see the wren devouring the field hawk and the dove giving chase to the eagle. The poor birds, whose nests have been sacked by wicked boys, will join forces with the bees and butterflies whose wings have been pulled off, and bent upon revenge, they will capture the ruthless urchins and, after mutilating them and destroying their homes, will leave them to be cast into a watery grave at the hands of cats who, by some miraculous means, escaped being drowned during kittenhood. With what glee will the butterflies give chase to each fleeing boy, until unable to longer elude them he must fall a victim to their cruel sport.

When this change in things is brought about the awful women who have been using the wings and heads and feathers of birds as decorations for their hats and bonnets may expect to have to answer for past misdeeds. It will then be the proper thing for every bird to go about with its plumage trimmed with the scalps of those who were so heartless as to set the awful example. Possibly the patient sheep that has so long been fleeced may soon assert itself, and stripping the last rag from the shepherd's back leave him shivering in the cold blast.

There are some pleasant thoughts born of this possible evening-up process. Wouldn't it be jolly just to see the noble horse, unfettered as the winds of heaven, driving a tender-footed coachman, with his head checked so high and tight he could see nothing but a speck of blue sky, at a break-neck speed over a rough and dangerous road. It may then be the happy lot of the meek and inoffensive bicyclist to run into a dray and tear it all to pieces and knock the driver galley west. And it may not be too much to hope that the crying infant that has kept the household awake for lo, these many moons, will be compelled to sit up half the night and rock the rest of the family to sleep. If, when that glad time comes, the woman who now wears a big hat in the theatre, is forever confronted and has her view shut in by an object that appears to be about the size of a stack of hay, who is there among us that will dare say it is not a just retribution?

All things are possible, and who can positively assert that the happy era will not yet arrive when woman—poor, frightened, ballot-seeking, hysterical woman—will pluck up sufficient courage to face and put to ignominious retreat a real mouse, about the size of a dried prune. Careful observers will keep an eye on this Michigan rabbit and see what comes of its strange example.

ON YER WHEEL.

BY TRILBY.

'Tain't no use talkin', it's heaps o' fun
Ter git up in the mornin' afore the sun,
And take a five-er a ten-mile run
On yer wheel.

Yer take a spin through the town still dead,
While the day's just breakin' overhead,
And yer make less noise than the rabbit's tread,
On yer wheel.

Then 'cross the river so still and blue,
An' fly past the medders all wet with dew,
An' the cattle turnin' ter stare at you
On yer wheel.

Meet a farmer with a "pesky colt"
That tries it's best to turn and bolt
While the farmer cusses "that city dolt
On a wheel."

Then back to the city just beginnin' ter hum
With the whirr and rush of the world's great loom;
And yer feel the richest kind of a swell, "by gum!"
On yer wheel.

An' let us hope when we leave the din
Of this world o' crime an' woe an' sin
An' dogs an' hares an' glass an' tin,
That St. Peter will say: "Jest ride right in,
You've had yer trial on earth below."
An' straight up to the pearly throne we'll go
On our wheels.

Nothing to Spare.

"Miss De Kycker has joined the ballet."
"So? Is she able to clothe herself?"
"Barely!"

TEMPORARILY HAPPY.

A little room in a little hotel
 In a little country town,
 On a little bed with a musty smell,
 A man was lying down.

A great big man with a great big snore,
 For he lay on his back, you see,
 And a peaceful look on his face he wore,
 For sound asleep was he.

In his dreams what marvellous trips he made,
 What tremendous bills he sold,
 And nobody failed, and everyone paid,
 And his orders were good as gold.

He smiled and smothered a scornful laugh
 When his fellow-drummers blowed,
 For he knew no other had sold the half
 Of what his order-book showed.

He got this letter from his house one day :
 "Dear Sir — We've no fitter term
 To use in your case, than simply to say,
 Henceforth you are one of the firm."

And a glorious change this made in his life —
 He now from the road withdrew,
 And really soon got to know his wife,
 His son and his daughters, too.

And then he moved from his obscure flat
 For a home on the avenue.
 Lived swell, was happy, got healthy and fat,
 Respected and wealthy, too.

But with a thump-bang-whang-thump bang
 again,
 The landlord stood at the door,
 "It's pretty near time for that 5:10 train!"
 And the drummer's dream was o'er.

— *Exchange.*

GOOD WHEELING IN ST. LOUIS.

BY JAS. R. BETTIS.

The wheelmen of St. Louis have certain privileges in the way of dry streets that are of great value to them. The city streets are sprinkled under public contract, covering the entire area. Through these the wheelmen have dry unsprinkled ways left for them until nine o'clock in the morning, and after four o'clock in the afternoon, which enables them to ride to and from business and out to the parks at night comfortably and safely. How these were secured and are maintained may be of interest to others.

To begin with, two years ago the wheelmen, as a body, helped to elect, without regard to politics, a level-headed business man, Hon. C. P. Walbridge, as mayor. He was pledged beforehand to do them justice, and being an honorable man, his word was as good after election as before. He appointed as sprinkling superintendent a capable and energetic man of the same disposition as him-

self, Mr. M. D. Strait. With the latter the L. A. W. city committee arranged at the beginning of the season a programme which included from thirty to forty miles of streets, to be left dry, as stated above. The BULLETIN published this programme a short time ago. The superintendent has, however, improved on the original plan. On the streets having car lines and those most traveled, where the dust is naturally most annoying, he sprinkles two-thirds of the street and leaves the other third dry. In arranging this, he has regard for the law of the road, giving the wheelmen the one side in the morning going, and the other side at night returning. The part of the street left dry in the morning is that last sprinkled at night, and vice versa. By this means, the annoyance of dust to property-owners is reduced to a minimum, while the wheelmen glide safely along. This has proved a rather heavy contract for the sprinkling superintendent to carry out, requiring untiring watchfulness and patience. But the plan is a success. The sprinkling all over the city is being done better than ever before, and cycling is booming in St. Louis in consequence.

The wheelmen's tower of strength lies in the fact that their demands have been made with the greatest possible regard for the pleasure and welfare of others. The mayor, at a public meeting some time ago, stated in a speech that the wheelmen had never asked of him anything that was unreasonable or unjust. When deputations of taxpayers go down to the city hall and seek to get away these privileges, they run against this rock the first thing; and there they stop.

The plan proposed by a recent writer in the BULLETIN, of sprinkling very heavily at night to last all next day, would certainly not work in St. Louis. The asphalt and granite streets would be dry by nine o'clock in the morning, the wood before twelve o'clock; while the dirt streets would hold out longer, they would be impassable in the morning on account of the mud. The St. Louis wheelmen have always been working for more sprinklings with less water each time; in this plan they find the cure for slopped streets.

WOMAN'S SUFFERAGE.

A St. Louis paper is responsible for this yarn: A man met the village doctor and said: "If you happen to be out our way at any time, I wish you'd stop and see my wife. She don't seem to be feeling very well." What ails her? What are some of her symptoms? "I dunno. This morning, after she'd milked the cows, and fed the pigs, and got breakfast for the men, and washed the dishes, and built a fire under the boiler in the washhouse, and done a few little jobs around the house, she complained of feeling tired-like. I shouldn't wonder if her blood was poor, and I guess she needs a dose of medicine."

A weedless garden is always a hoe-made affair.



Boston, June 21, 1895.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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Any member who has been connected with the L. A. W. for 10 consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the Secretary accompanied by the price of bar, \$2.50. Bar with gold badge attached, \$5.50.

RENEWAL LIST No. 4.

Renewals from May 27 to June 14 inclusive, and total renewals to date:—

	May 27-June 14.	Total to date.
Alabama,	11	12
Arizona,	10	29
Arkansas,	—	65
Colorado,	135	413
Connecticut,	117	373
Delaware,	—	5
District Columbia,	14	49
Florida,	2	7
Georgia,	2	7
Illinois,	192	833
Indiana,	59	132
Iowa,	76	270
Kansas,	14	139
Kentucky,	81	303
Louisiana,	—	4
Maine,	40	245
Maritime Provinces,	—	5
Maryland,	64	363
Massachusetts,	887	3204
Michigan,	148	380
Minnesota,	22	138
Mississippi,	12	32
Missouri,	211	494
Montana,	4	10
Nebraska,	61	125
Nevada,	2	2
New Hampshire,	64	118
New Jersey,	415	860
New Mexico,	5	12
New York,	344	2,549
North California,	178	395
North Carolina,	11	16
North Dakota,	—	5
Ohio,	386	904
Oklahoma,	3	4
Oregon,	—	5
Pennsylvania,	377	2,165
Rhode Island,	70	374
Southern California,	53	110
South Carolina,	—	2
South Dakota,	1	7
Tennessee,	11	70
Texas,	36	109
Utah,	6	54
Vermont,	10	28
Virginia,	17	39
Washington,	27	32
West Virginia,	8	20
Wisconsin,	69	341
Wyoming,	20	27
Mexico,	1	2
England,	1	1
Miscellaneous,	—	9
Totals,	4,277	15,807

Renewals to June 8, 1894, 10,473.

Renewals to date.	15,807
Applications to date,	9,716
Life members,	44

Total, 25,567

RACING BOARD.

To relieve racing men of unjust suspicions of their status caused by unauthorized announcements of the proceedings of the racing board it may be stated that the invariable intent of this board is to fully enforce the rules and discipline all riders who by violation of the rules render themselves liable to penalty.

The fact that no penalization of class B men appears in this BULLETIN is evidence that the board has so far no grounds for disciplining any of them.

In view of what may be a general misunderstanding among racing men, it is deemed advisable to call special attention to rule "A" of the general rules, that "any rider willfully competing at races not held under the rules of the board * * * shall be liable to suspension from the racing track," and the last paragraph of rule "B," that "a rider competing at a race meet or event not thus officially sanctioned shall be suspended at the option of the board." The verbiage plainly includes every rider who races. The riders in professional events at race meets already sanctioned by this board are amenable to the rules of the board.

Bulletin.

Suspended pending investigation: Benjamin Wells, Kent, Ia.; A. D. Kreamer, Des Moines, Ia. (supposed to be same party); A. W. Claver, Los Angeles, Cal.

Transfers to class B: George L. Hall, San Francisco, Cal., clause (b); W. E. McCrary, San Bernardino, Cal., clause (b); H. M. Lamon, Watertown, N. Y., clause (c), exchange of prizes; Eli Winesett, Olympia, Washington, clause (g); George W. Redfern, Wilmerding, Pa., clause (f); Edwin Oliver, Denver, Colo., clause (b).

Additional circuit referees are: H. E. Raymond, C. E. Huck, R. G. Steel, B. W. Cole

Two-mile, flying start, unpaced, (class B) record, made May 25, at Louisville, Ky., by F. G. Barnett, is 4 minutes 42 2-5 seconds, and has been accepted by the racing board.

For knowingly competing at unsanctioned races Richard Morris and Charles Hackett of Kansas City, Mo., are suspended for ninety days from May 30.

Riders suspended for thirty days from May 31, for competing in unsanctioned races: Julian Laube, Brooklyn, N. Y.; Frank A. Munger, Brooklyn, N. Y.; Lansing Cornwell, Freeport, N. Y.; Charles White, East Rockaway, N. Y.; William Stewart, Southport, N. Y.; Irving Wells, Greenport, N. Y.; Russell Conkling, Shelter Island, N. Y.; Will Reeves, Greenport, N. Y.; Walter Downs, Greenport, N. Y.; Irving Tuthill, East Marion, L. I., N. Y.; G. L. Worth, Peconic, N. Y.; John Geehring, Greenport, N. Y.; George Doyle, Greenport, N. Y.; C. S. Burtis, Glen Cove, N. Y.; J. F. Stewart, Glen Cove, N. Y.; E. D. Skinner, Glen Cove, N. Y.; C. J. Stewart, Glen Cove, N. Y.; William Hendrickson, Freeport, N. Y.; John Goeller, Brooklyn, N. Y.

The following sanctions have been granted:

June 22 — Y. M. C. A., Wilmington, Del.

July 4 — Babylon Wheelmen, Babylon, L. I., N. Y.

June 27 — Burgdorff & Palmer, Carlinville, Ill.

July 2 — H. W. Wallace & Sons, Oswego, N. Y.

July 4 — Matteawan Wheel Club, Matteawan, N. Y.

July 4 — Hydrant Wheel Co., Elmer E. Porter, Lockport, N. Y.

June 29 — Mount Prospect Wheelmen, Ramsey, N. J.

September 2 — C. A. Bowman, Kanawoola C. C., Elmira, N. Y.

June 26 — Cook & Howland, Saratoga Springs, N. Y.

July 4 — H. H. Boyd, Morrison, Ill.

July 4 — Aurora Cycling Club, Aurora, Ill.

September 2 — W. J. Dugra & Co., Bay City, Mich.

July 22 and 23 — Battle Creek Cycling Club, Battle Creek, Mich.

June 20 and 21 — Ypsilanti Wheeling Club, Ypsilanti, Mich.

July 4 — Port Huron Athletic Association, Port Huron, Mich.

July 4 — South Side Cycling Club, Chicago, Ill.

June 28 — Sioux Falls Wheelmen, Sioux Falls, S. D.

August 10 — Y. M. C. A., Waterloo, N. Y.

June 29 — Young Men's Catholic Archdiocesan Union, Philadelphia, Pa.

July 4 — F. W. Stowe, East Hampton, Mass.

June 25 — Thomas R. Varick, Manchester, N. H.

July 4 — Rollstone Cycle Club, Fitchburg, Mass.

July 24 — Rockland Wheel Club, Rockland, Me.

July 4 — Joseph L. Lynch, Westfield, Mass.

July 4 — Y. M. C. A., Geneva, N. Y.

July 4, 5 and 6 — H. G. Householder, Charleroi, Pa.

July 4 — Holly Athletic Association, Holley, N. Y.

GEO. D. GIDEON.

MISSOURI DIVISION ANNUAL MEET.

TO MEMBERS:

The tenth annual meet of this division will be held at Shelbina, Mo., July 3 and 4, and every member should make it his duty to be present. A special rate of one fare for the round trip has been applied for, effective on the night of July 2, and good returning till the morning of July 5. The meet is held under the auspices of the Shelbina Cycling club, who have already arranged a most attractive programme for our entertainment. The program embraces a run to Paris, run to Macon, distance seventeen and twenty-four miles respectively, and a grand century run over good prairie roads to Moberly and return via Macon. On the evening of the first day there will be a grand entertainment, interspersed with music and athletics at the Shelbina Opera house. On the morning of the Fourth there will be held the usual parade, photograph and the annual business meeting of the division at which nominations for officers to serve during the ensuing year will be made. It is therefore of the greatest importance that all the members be present.

The races will fill out the afternoon and the programme embraces eleven events, including the State championship. A magnificent prize list has been provided aggregating fully \$900 in value. There is no inflation and every prize is guaranteed to be exactly as represented. Entries for the handicap events close June 27, and all others on July 1. Entry fee \$1.00 for the first and fifty cents for each succeeding event. Entry blanks, programmes and full information can be had of H. C. Jewett, secretary, S. C. C., Shelbina, Mo.

On the evening of the Fourth there will be a gigantic smoker and athletic entertainment, followed by the distribution of prizes, and the whole affair will wind up with a grand exhibition of fireworks.

Admission to the entertainments will be free only on presentation of '95 membership card or a certificate from Secretary Butler stating that you have applied for membership. All L. A. W. members participating in the parade will receive a free ticket of admission to the races.

The Waverly house will be the official hotel as well as others and they will make a special rate of \$2.00 per day to L. A. W. members only on presentation of card.

Secretary Butler will open up League headquarters at both the Waverly house and at the rooms of the Shelbina club, where application will be received and certificates issued.

All trains will be met by the reception committee, who will escort the visitors to the hotels.

An elegant silver water service is offered to the best represented L. A. W. club in the parade. Competing clubs must have not less than twelve men in line.

A fine opera glass is offered as a prize for the best exhibition of trick riding.

Entry blanks containing the full list of prizes mailed on application to H. C. Jewett, secretary.

Make your arrangements now to take in this grand affair and thus help to make the tenth annual meet the greatest on record.

Secretary Butler advises me that to date the following renewals have been received: From St. Louis, 238; Kansas City, 50; the State at large, 186, making a total of 474 out of a possible 685, or sixty-nine per cent. This means a loss of about 200 members to us and is entirely too heavy, especially in view of the fact that we are getting out a new road book this year costing \$600. Members who have renewed are again earnestly requested to stand by the officers who have guaranteed the cost of the work with the hopes of getting in every renewal, by looking up the delinquents and collecting their dollar. Lists of delinquents will be furnished to all who will assist in this work.

You are advised that the renewal season has been extended till July 1, and if you co-operate with us we will have one thousand members by that time.

We desire to thank the local consuls and others who have so nobly assisted us in getting in new members. Over two hundred and sixty have been admitted since April 1, and if this good recruiting work continues we are bound to be near

the top. Over half of the entire membership is now resident in St. Louis and we would like to see Kansas City membership begin to boom. Ah there, Moriarity!

Chairman Gilbert of the road book committee promises the work to be ready by about June 20. Ten cents will be required to pay for postage and packing. Send it in at once. First come, first served.

Census of wheelmen.—All local consuls are requested to send in at once the names of all non-league men in their respective cities who are eighteen years of age or over, so recruiting matter and sample pages of the new road book can be sent them.

Kansas City local consuls.—To date I have not received a single application from Kansas City for appointment as local consul. We must have one in every ward and agency. Please send in your name at once. Big inducements offered to hustlers.

Recruiting pamphlets, application blanks and all needed information furnished on application. Thousands of wheelmen are riding everywhere who must be asked to join. Interview them and get your commission.

Fraternally yours,

ROBERT HOLM, *Chief Consul.*

St. Louis, June 1, 1895.

INDIANA.

A meeting of the board of officers of the Indiana division L. A. W. was held at Indianapolis June 3, 1895.

The members answering to roll call were as follow Thos. Hay, chief consul; F. H. Fox, vice-consul; L. J. Keck, representative, and E. V. Minor, secretary-treasurer.

The minutes of the previous meeting were read by the secretary-treasurer and accepted by the board.

Mr. L. J. Keck made a motion to the effect that the Indianapolis bicycle club be given the L. A. W. State championships to be run in connection with their meet on July 4, providing the club would admit all members of the Indiana division to the grounds and grand stand free. The representatives of the club consenting to this the motion was seconded and carried by a unanimous vote of the board.

A motion to have the division set aside a sum of money not to exceed \$140.00 for the purchase of medals for the State championship races, the medals to be selected by the chief consul and secretary-treasurer, was seconded and carried.

E. V. MINOR, *Sec.-Treas.*

OHIO DIVISION.

The annual State meet of the Ohio division will be held at Canton on July 3, 4 and 5, 1895, by order of the chief consul.

ARTHUR B. HOWSON, *Sec.-Treas.*

June 8, 1895.

WEST VIRGINIA.

I have appointed the following local consuls: Mr. J. F. Reanck, Martinsburg, W. Va.; Mr. T. A. Quisenberry, Elk Garden, W. Va. Yours respectfully,

CHAS. H. GEIGER, *Chief Consul.*

TIME FOR RENEWALS EXTENDED.

Owing to the fact that each last year's ticket bore a contract which gave its holder until July 1st in which to renew his membership the executive committee has decided that the new rule which limits the time for renewal to June 1st should not take effect until next year.

The extension of time until July 1st has been officially ordered.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.

12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,

Street or Box,

City or Town,

State,

References,

(Club),

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,

12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose ONE DOLLAR, seventy-five cents of which is to renew my membership and twenty-five cents to be paid to the publisher for another year's subscription to the L. A. W. publication.

Number,

Name,

Street and No. }
or P. O. Box, }

City,

State,

Division in which my
home is and to which I
should be attached. }

Send Ticket to,

THE L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary. Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

**ANNUAL MEETING BOARD OF OFFICERS
MASS. DIVISION, L. A. W.,****Held in Boston, December 12, 1894.**

The annual meeting of the Board of Officers, Massachusetts Division L. A. W., was held at Young's hotel, Boston, Wednesday evening, December 12, 1894. Ex-chief consul George A. Perkins called the meeting to order and after giving a brief review of the work accomplished by the division under his administration, introduced the newly elected chief consul, Mr. Sterling Elliott, who took the chair and presided throughout the meeting.

The following representatives were present: D. Edward Miller, J. Fred Adams, Chas. L. Barker, J. S. Dean, W. C. Dillingham, W. S. Doane, F. I. Gorton, J. C. Kerrison, A. O. Knight, F. S. McCauseland, A. D. Peck, C. G. Percival, A. K. Peck, G. A. Perkins, L. W. Piper, A. W. Robinson, J. B. Seward, F. E. Shute, G. L. Sullivan, A. W. Swan, F. H. Williams, S. T. Williams, W. B. Chipman, D. J. Chisholm, W. J. Emerson, W. L. Toppan, N. W. Starbird, J. E. Town, L. P. Jackson, A. M. Child, James Keltie, Henry Crowther, R. S. Swan, E. M. Thayer, H. E. Morine, H. W. Robinson, D. J. Dwyer, W. H. Senter, Fred McArdle, J. W. Porter, Frank O. Dean, L. A. Bowers, J. S. Gray, A. G. Frothingham, J. L. Beal.

Mr. Elliott outlined at considerable length the policy which he hoped to be able to pursue during the year to come.

It was voted to dispense with the reading of the minutes of the previous meeting.

The following reports from the chairmen of the several standing committees were read and accepted.

REPORT OF SECRETARY-TREASURER.

TO THE CHIEF CONSUL AND BOARD OF OFFICERS, MASS.
DIV. L. A. W.:

Gentlemen,—A year ago the secretary-treasurer had the pleasure of presenting a much more pleasing financial statement than it is possible to give to-day. But considering the business depression which has prevailed throughout the country, and which an organization such as ours must necessarily have shared in, the retiring board of officers have every reason for feeling satisfied with their work. Compared with what has happened in other State divisions Massachusetts fairly revels in the sunshine of prosperity. We lost during the year less than fifteen per cent. of our members, while the average loss in other States was from thirty to fifty per cent. Proportionately Massachusetts has gained in L. A. W. representation. A year ago we had about one-sixth of the total membership of the League, to-day we have nearly one-fourth of the entire membership.

Massachusetts has to-day five thousand two hundred and fourteen members, the State next nearest to us is Pennsylvania with about three thousand two hundred members or

two thousand behind us. New York comes third with about three thousand, then Illinois with one thousand five hundred and seventy-five, New Jersey one thousand three hundred and forty-three, and Connecticut one thousand one hundred and thirty-seven.

Of our five thousand two hundred and fourteen members, two thousand nine hundred and thirty were new members, and one thousand two hundred and eighty-four renewals. The percentage of renewals was considerably larger last year than previously, a fact undoubtedly due to the publication and free distribution to members of a new road book. I shouldn't like to imagine what would have happened to our membership roles if it had not been for that new road book.

I have here a table showing the number of members this year and last in all the cities and towns of the State which have a membership of fifty or more.

	1892-93.	1893-94.	New Members.	Renewals.
Boston,	1003	1043	587	456
Springfield,	301	217	35	162
Worcester,	258	170	27	143
Somerville,	184	169	33	136
Roxbury,	188	164	40	124
Lynn,	170	117	32	85
Dorchester,	170	147	33	114
New Bedford,	141	92	18	74
Waltham,	117	75	16	59
Malden,	114	87	24	63
Lowell,	109	94	20	74
Cambridgeport,	100	95	34	61
Fall River,	97	76	13	63
Haverhill,	89	70	15	55
Taunton,	87	60	10	50
So. Framingham,	82	51	3	48
So. Boston,	81	61	9	52
Cambridge,	79	90	36	54
Brockton,	78	74	23	51
Chelsea,	75	67	16	51
The Newtons,	77	54	11	43
Holyoke,	61	47	12	35
Hyde Park,	61	61	18	43
Mattapan,	61	53	9	44
Fitchburg,	57	51	16	35
Jamaica Plain,	57	67	19	48
Everett,	54	44	9	35
Charlestown,	51	62	21	41
Lawrence,	54	33	4	29

It will be seen by this table that there has been a loss in every city except Boston, which has gained forty members. Springfield which last year renewed nearly ninety per cent. of its members and gained materially in new members shows this year a loss of nearly one hundred and gained but thirty-five new members. Worcester lost eighty-eight members, Lynn and New Bedford about fifty each. The falling off of members in the smaller cities has been notably great.

The explanation of this seems, to me, to be in the fact that Massachusetts is woefully lacking in a competent consular service. In the very large cities local consuls cannot do relatively nearly as much as can those in smaller places where the members can be personally approached. For several years past I have strongly recommended that some decided action be taken towards obtaining efficient consuls. We should have one in every village of the State. Under the present system it is very difficult, if not impossible, to obtain good men for consuls. In order to obtain their services some recognition for work done must be given them.

The finances are, under the circumstances, in a very satisfactory condition. The expenses of the year have been inordinately large, due chiefly to the necessity of sending delegations to two national assemblies and to the publication of a new road book.

The total receipts during the year were, about \$5,600, and the total expenditures \$6,500, leaving a cash balance on hand of \$785.

Were it not for these uncommon expenses the treasury balance would to-day be more favorable than it has ever

been in the past. As it is we have on hand a balance which should be sufficient to meet all necessary expenses of the division between now and next April, when we will begin to receive money from membership applications. The running expenses of the division, estimated on the cost during the same time a year ago, should not exceed \$300, including salaries of officers, postage, stationery, etc. The expenses of sending the division's delegates to New York, presuming that the same will be paid as heretofore, will probably be less than \$20 per delegate or a total of \$360. This makes just about our balance now in the treasury.

For a detailed report of receipts and expenditures I refer you to the report of the finance committee.

CHAS. S. HOWARD, Sec.-Treas.

REPORT OF FINANCE COMMITTEE.

TO THE CHIEF CONSUL AND BOARD OF OFFICERS OF THE MASS. DIVISION, LEAGUE OF AMERICAN WHEELMEN:

Gentlemen,—In accordance with the usual custom I have carefully audited the accounts, examined the vouchers and verified as far as possible, all entries on the books of the Treasurer from December 5, '93, to December 7, '94, inclusive, and, as usual, found them correct in every particular.

Our receipts are about \$1,700 less than last year, the shrinkage being on account of the falling off of new members, as this year's applications to October 1st was only 1,448 against 2,706 in 1893. We did much better in the renewals, 3,999 being this year's figures against 3,671 last year. Of course smaller receipts mean in a measure less expenditure, but we were fortunate in having a good balance to commence the year with, so that our running expenses are about as usual, although we spent about \$700 less for the entertainment of our membership than in 1893. The expense of sending our delegates to the National Assembly has been a very serious item with us for the past three years, the trip to Louisville costing the division over a thousand dollars. The money spent in road books and maps all consider as a good investment.

The receipts and expenses of the several meets, spring meet excepted, are entered in full in the general balance sheet, and the detailed expenses you will find as usual on separate sheets, which will give you the net cost of each.

Since October 1st thirty-six new names are to our credit on Secretary Basset's books, and he therefore owes the Mass. division about \$50 on their account at this time.

Your careful attention is asked for the several statements as follows:—

Dr. Chas. S. Howard, treas., in account with the Massachusetts Division L. A. W.

From December 5, '93, to December 7, '94, inclusive.

RECEIVED.	Cr.
To balance from old account	\$2,691.68
3,999 renewals	1,999.50
1,448 new members, to October 1st, '94	2,103.50
2 transfers	2.00
1 duplicate50
Advertisements in division hand book	65.00
Programme Cottage City meet	100.00
One-half expenses fall meet from Springfield Bi. Club	146.90
Sale of ball tickets	15.25
Entries races Cottage City meet	2.50
Interest on Deposit	55.81
Sale of road books and maps	94.25
Total	\$7,276.89

PAID.

Expense Chief Consul's office as follows:—

Allowance to December 1, '94	\$400.00
Stationery	12.75
Postage	14.00
Travelling expenses	24.78
Expressage	12.70
Writ in Wilkins case	1.74

Incidentals	1.37	
	<u> </u>	\$467.34
Expense Sec.-Treas.' office as follows:—		
Salary to December 1, '94	\$500.00	
Stationery and printing	27.40	
Postage	50.00	
Office desk	45.00	
Recruiting supplies	100.00	
Postage for same	112.62	
Mailing Company, for same	37.90	
Bond	15.00	
Incidentals	3.65	
	<u> </u>	892.02
Vice Consul's office expenses:—		
Stationery	\$1.75	
Travelling	2.48	
	<u> </u>	4.23
Board of Officers' expenses:—		
Mileage	\$174.03	
Room for meetings	15.00	
Printing	8.75	
Record book	7.25	
	<u> </u>	205.03
General Committee:—		
Mileage and hotel bills		124.80
Racing board:—		
Stationery and printing	\$7.75	
500 copies racing rules	12.50	
	<u> </u>	20.25
Nominating Committee:—		
Mileage	\$5.96	
Hotel	12.25	
	<u> </u>	18.21
Rules and Regulations Committee:—		
Stationery and printing	\$3.25	
Room for meeting	2.00	
	<u> </u>	5.25
Touring Committee:—		
Stationery	\$1.75	
Postage and printing	3.75	
	<u> </u>	5.50
Finance Committee:—		
Stationery	\$4.75	
Postage	2.50	
	<u> </u>	7.25
Returning board '93, mileage	7.19	
Returning board '94, refreshments	9.05	
Spring meet, net expenses	949.84	
Cottage City, gross expenses	193.67	
Fall meet, gross expenses	311.44	
Delegates expenses to Nat. Assembly at Louisville	1,016.61	
8,000 road books	\$1,365.00	
8,000 maps and copyright	430.00	
Postage for about 5,000 of same	150.00	
Envelopes	64.00	
Committee's expenses, postage, etc.	16.51	
Circulars	5.00	
Express	2.80	
	<u> </u>	2,047.85
Election expenses:—		
Ballots	\$21.50	
Postage and envelopes	76.20	
Mailing and addressing	11.41	
	<u> </u>	109.11
J. C. Kerrison, soliciting ads. for hand books	20.00	
500 copies constitution	62.50	
Division seal	7.50	
L. A. W., 5 transfers	4.00	
L. A. W., 2 duplicates	2.50	
Balance on hand with the New England Trust Co.	785.75	
Total		\$7,276.89

E. & O. E., Dec. 12, 1894.

J. FRED ADAMS,
Chairman Finance Committee.**Expenses of Spring Meet, Mass. Div. L. A. W.,
Boston, May 30, 1894.**

HEADQUARTERS.	
Mass. Char. Mechanics Association, rent of Mechanics Building	\$350.00
W. A. Allen, service of janitor and assist- ants	29.00
Young & Murray, signs and stationery	6.40
A. W. Mitchell, rubber stamps70
Jas. Martin & Sons, division flag	12.50
J. A. Reynolds, rooms at Grand for head- quarters, and expenses of committees,	39 50
Extra service at hotel	1.25
Carriages for committees (Conlon Bros.)	11.50
	<u> </u>
	\$450.85
SOUVENIR BADGES.	
L. L. Reilly, 3500 gold-plated badges at 8c.	\$280.00
Geo. H. Dickerman, paper boxes for badges	18.50
	<u> </u>
	298.50
REFRESHMENTS.	
J. A. Andrews, 1500 sandwiches, 2000 doughnuts	\$59.00
Cobb's Tea Co., 100 gals. coffee	38.00
	<u> </u>
	97.00
PARADE.	
Jordan, Marsh & Co., prize, silver ice pitcher	\$18.00
A. B. & L. Shaw, two prizes, rattan fur- niture, and mahogany chair and table.	80.80
Extra prize	10.00
L. Barta, postal cards for adjutant	8.25
A. H. Lovesy, services of three buglers	30.00
A. D. Peck, notices of parade to clubs	2.40
D. E. Miller, carriage for judges	3.00
	<u> </u>
	152.45
PRESS COMMITTEE.	
Suffolk Eng. Co., 10 electros of badge for advertising	\$4.00
L. F. Grant, drawing design for electro	1.50
Meeting of committee	4.75
Messenger service	1.75
	<u> </u>
	12.00
L. L. Reilly, official's badges	20.20
J. Thomas Baldwin, orchestra for ball (25 pieces)	135.00
Police service	6.79
Sterling Elliott, electro for use on tickets30
INCIDENTALS.	
Herdic hire by committees	\$2.00
Expressage	1.75
	<u> </u>
	\$1,176.84
Carriage for judges of parade	6.00
	<u> </u>
	\$1,182.84
Received from Young & Murray for priv. of programme	\$200.00
" Sales of four ball tickets	8.00
" Asso. Cycling Club, prize,	25.00
	<u> </u>
	233.00
Net cost to Mass. division	\$949.84

(To be continued.)

NO CHICKEN.

An Irish judge, in reprimanding a prisoner who was accused of striking his wife with an ink bottle, remarked: "Ye moight have known it wud hev been loike to hatch mischief, becaze it wus wid the 'ink-you-bate-er.'" — *Rome Sentinel*.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, June 21, 1895.

Total, 452.

Alabama — 1.

Victor B. C.
So, 192 Pape, W. B., M.D., Conception st. Mobile

Arkansas — 4.

Ark. Trav. C. C.
So, 193 Frank, Nelson, 310 W. 3d st. Little Rock
Unattached.
4 Myers, J. A., 240 Central ave. Hot Springs
5 Strock, D. D., 240 Central ave. "
6 Brewster, Oscar F., 322 Pine st. Pine Bluff

Colorado — 1.

Unattached.
So, 197 Wardlow, John C. Monte Vista

Connecticut — 5.

Unattached.
So, 198 Paddock, Wm. F., 37 John st. Bridgeport
9 Goodrich, E. W., box 815 Hartford
200 Barnard, E. K., 169 Elm Meriden
1 Brown, W. H., box B Moosup
2 Parker, H. E., box 782 Wallingford

Delaware — 3.

Unattached.
So, 203 Gassner, Rev. Geo. S. Delaware City
4 Gause, H. Victor, Penn. ave. & Clayton st. Wilmington
5 Frier, Jas. H., 1610 Delaware ave. "

District of Columbia — 1.

Unattached.
So, 206 Kennedy, James, 1632 15th st. Washington

Illinois — 15.

C. C. C.
So, 207 Smith, Dr. C. W. M., 42½ Main st. Petersburg
Unattached.
8 Beecher, Chas. H., 1100 E. 4th st. Alton
9 Alberding, Geo. T. Batavia
210 James, Jno. A., 307 Chicago ave. Chicago
1 King, T. E., 4201 Lake ave. "
2 Lawson, L. J., 6344 Langley ave. "
3 Mariner, Frank E., 31 Rialto bldg. "
4 Spike, Eugene M., 5032 State st. "
5 Bicker, G. E., 4937 Wabash ave. "
6 Church, A. M. Elgin
7 Griffith, R. M., 30 Carroll Freeport
8 Atherton, J. W. Momence
9 Hasney, W. A. "
220 Calkins, W. C. "
1 Roden, Isidor, box 544 "

Indiana — 3.

Unattached.
So, 222 Hearn, Walter H., 124 W. Main Crawfordsville
3 Good, Macy S., 518 Capital ave. Indianapolis
4 Hopkins, Alf W. Rensselaer

Iowa — 16.

Ladies C. C.
So, 225 Michie, Mrs. Isabella, 1028 Meriden Boone
6 Phelan, Nona, box 1115 "
Creston R. C.
7 Atkins, J. D. Creston
J. C. C.
8 Head, R. C. Jefferson
Rock Rapids C. C.
9 Erichson, J. M. Rock Rapids
Unattached.
230 Ball, W. H., box 262 Colfax
1 Geerheart, N. B., box 19 "
2 Porterfield, F. A. "
3 Schlosser, E. R., box 32 "
4 Smith, B. R., box 266 "
5 Turner, L. C. S., box 246 "
6 Upton, Roy D. Clinton
7 Van Patten, John M. Davenport
8 Wilcox, A. Warren Le Mars
9 Curtis, G. W., box 2 Long Grove
240 Phillips, G. P. Smithland

Kentucky — 1.

Unattached.
So, 241 Emmal, T. M., box 27 Middlesborough

Maryland — 2.

Unattached.
So, 242 Pfaff, H. C., Light & German Baltimore
3 Eldridge, F. H., U. S. Naval Acad. Annapolis

Massachusetts — 67.

A. B. C.
So, 244 Adams, H. S., Addison st. Arlington
Athol C. C.
5 Burrill, A. J. Athol
Springfield B. C.
6 Tyler, Harry C., 239 Columbus ave. Boston
Springfield Turn Verein B. C.
7 Bogardus, C. F., 27 Lincoln st. Chicopee Falls
8 Goring, Geo. R., 59 Maple st. "
9 Hall, Samuel F., box 1069 "
250 Thomas, Jacob, 376 Walnut st. Springfield
1 Stock, W. F., 11 Wilbraham ave. "
2 Haug, E., 43 Howard st. "
Sabines.
3 Peck, Ralph B., 395 Belmont st. Brockton
Shoe City W.
4 Monette, Gilbert A., Home B'k Block Brockton
Hardly Able B. C.
5 Lothrop, Lawrence E., box 603 Campello
Mattapan R. C.
6 Matifes, Harry, 53 Stoughton Dorchester
7 Culgin, John W., Delhi st. Mattapan
Humber B. C.
8 Rood, Frank C., box 60 Westboro
B. U. B. C.
9 Geddes, James, Jr., box 12 Newton Lower Falls
Boylston C. C.
260 Ferguson, Alexander W., Thompson st. Quincy
Calumet C. C.
1 Marshall, John Murray, 53 State st. Boston

Dorchester B. C.			P. A. C.		
80,262	Vaughan, E. S., 21 Southwood st.	Roxbury	80,325	Ferbos, Paul A., 215 N. Ewing ave.	St. Louis
Dudley Assn. C. C.			St. Louis C. C.		
3	Boothby, E. H., 2301 Washington st.	Roxbury	6	Fitzwilliam, R. E., 1208 West End ave.	"
Unattached.			Windsor C. C.		
4	Ford, H. I.	Andover	7	Goodlett, Mark P., box 150	Windsor
5	Chase, Mrs. E. C., 121 Franklin st.	Allston	Unattached.		
6	Bailey, Lewis H., 254 Washington st.	Boston	8	Nachtman, A.	Brookfield
7	Kimber, Sidney A., 160 Tremont st.	"	9	Freeman, W. J.	Brunswick
8	Littlefield, Elmer F., Nat. Security B'k	"	330	Keith, M. L., box 173	Bonne Terre
9	Lindenkohl, G. S., 50 Village st.	"	1	Meyer, Chas. H.	"
270	Louis, Isaac, 354 Tremont st.	"	2	Thomure, L. H., box 16	"
1	Lee, Elliot C., 40 State st.	"	3	Prather, Ross E., box 100	Browning
2	Lindsey, E. A., 54 High st.	"	4	Baugert, Charles	Ferguson
3	Peters, Morris C., 40 State st.	"	5	Childs, F. T., 112 W. 9th st.	Kansas City
4	Rodday, Wm. A., 140 Harrison ave.	"	6	Hocker, Jos. H., 413 Delaware st.	"
5	Sawyer, I. F., 1 Beacon st.	"	7	McGirk, I. A.	Kirkwood
6	Sumner, John O., hotel Bristol	"	8	Andrews, Geo. R., care Amer. Ex. Bk.	St. Louis
7	Duff, John, 57 Equitable bld'g.	"	9	Bush, Arthur, 1331 Washington ave.	"
8	Saxe, James A., 53 State st.	"	340	Findlow, E. B., 510 Pine st.	"
9	Meacham, Henry A., 11 Edwards st.	Beverly	1	Gates, H. E., 3936a Evans ave.	"
280	Myer, Chas. F., box 23	Bridgewater	2	Groshen, Cleveland, Mo. El. & P. Co.	"
1	Giannetto, F., Harvard sq.	Brookline	3	Hettel, W. H., 1807 Oregon ave.	"
2	Bradford, A. A., 633 Campello st.	Brockton	4	Hutton, M. S., 510 Pine st.	"
3	Roy, Ervin, box 425	"	5	Hutton, Charles, 2818 N. Taylor ave.	"
4	Higgins, George W., 49 Carl st.	Campello	6	Jones, Jas. J., 2031 Randolph st.	"
5	Stevens, Edwin C., 61 Wendell st.	Cambridge	7	Nash, Harry T., 425 N. Taylor ave.	"
6	Boynnton, Harry C., 10 University hall	"	8	Nash, Oliver B., 425 N. Taylor ave.	"
7	Pepper, Harold Leon, 62 Cottage st.	Chelsea	9	Pendleton, A. B., St. Louis Nat'l B'k	"
8	Pepper, John W., 62 Cottage st.	"	350	Rashky, Leon, 5 N. Main st.	"
9	Curry, A. M., 4 China st.	"	1	Richey, Frank E., 5555 Cabanne pl.	"
290	Henderson, E. F.,	Chestnut Hill	2	Richards, O. T., 17 Westmorland pl.	"
1	Seaver, Chas. L., box 3	East Bridgewater	3	Timmermann, I. D., Boatman's Bank	"
2	Hildreth, John, 235 High st.	Holyoke	4	Reser, W. J.	Marionville
3	Esleech, A. W., 183 Northampton st.	"	5	Reser, L. G.	"
4	Webber, Fred S., 22 Essex st.	"	6	English, J. H.	Maryville
5	McKearney, Mary J., Whitman st.	Malden	7	Porterfield, W. L., 743 So. Grant st.	Springfield
6	Fay, Mame, 167 Linden ave.	"	8	Newhouse, W. L., L box 38	Weston
7	Perkins, Arthur B., 7 Almont st.	Medford	New Hampshire — 3.		
8	Tucker, Herbert B., Blue Hill	Milton	Monadnock C. C.		
9	Grant, Geo. S.	Merrimacport	80,359	Tilden, Geo. H.	Keene
300	MacColl, J. A., 107 Summer st.	New Bedford	Unattached.		
1	Baldwin, E. D., 285 Washington st.	Newton	360	Nutting, A. W., box 272	Greenville
2	Kidder, Anna L., box 146	Northampton	1	Tilton, Asa C.	Raymond
3	Horton, Jas. A.	Reading	New Jersey — 16.		
4	Noyes, C. L., 29 Albion st.	Somerville	Valencia B. C.		
5	Holly, F. E., care H. L. Handy & Co.	Springfield	80,362	Jaeger, E., 1024 Wash. st.	Hoboken
6	Lamson, W. H.	Still River	3	Taddiken, Earnest P., 511 Garden st.	"
7	Hoard, Frank M., 125 Somerset ave.	Taunton	4	Gehrs, John, Jr., 328 Bloomfield st.	"
8	North, H. M., Monument st.	West Medford	Ocean Co. W.		
9	Slack, Irving W., Centre st.	West Roxbury	5	Cox, Frank E., box 118	West Creek
310	Toombs, J. Everett, 492 Main st.	Worcester	Unattached.		
Michigan — 8.			6	Ackerman, Raymond, box 99	Allendale
Unattached.			7	Kayhart, Irving E.	Butler
80,311	Bradley, C. W.	Battle Creek	8	Shippee, Fred A.	"
2	Crumrine, Dr. C. G.	"	9	Fink, W. M., 356 Cherry st.	Elizabeth
3	Lefever, M., 52 Marshall st.	"	370	Seaver, Jos. A. (P. O. 36 Wall st., New York City),	East Orange
4	Stewart, J. Will, 161 No. Wash. st.	"	1	Burdick, Willard M., 77 Wash. st.	East Orange
5	Young, C. A., No. Jeff. st.	"	2	Harris, S. Marcus, box 180	Long Branch
6	Barron, R. E., box 511	Howell	3	Illingworth, Sam'l D., 1105 Broad st.	Newark
7	Boosenbark, Bert	Sparta	4	Lyons, T. J.	Pompton Lakes
8	Schlepkowske, Chas., 1866 Mich. ave.	Springwells	5	Mooney, Wm. J., box 53	Rahway
Minnesota — 3.			6	Coleman, Wm. K., box 312	Red Bank
Red Wing C. C.			7	Hamblen, C. E.	Roselle
80,319	Arntson, Oscar B., box 381	Red Wing	New York — 192.		
320	Erb, E. C.	"	Columbia College C.		
1	Strom, Carl L.	"	80,378	Shoup, Walter C., 120 W. 82d st.	New York
Mississippi — 1.			N. Y. A. C.		
Unattached.			9	Bassett, Wm. R., 101 Wall st.	New York
80,322	Foot, A. K.	Canton	380	Harbeck, C. J. H.	Islip
Missouri — 36.					
Brookfield C. C.					
80,323	Tooley, E. A., 313 N. Main st.	Brookfield			
4	Martin, C. H., box 433	"			

80,381	Richards, Chas. T., 130 W. 86th st.	New York	80,431	Ellery, Channing, 228 W. 38th st.	New York
2	Richards, Jeremiah, 130 W. 86th st.	"	2	Eustace, John H., 312 W. 29th st.	"
3	Bergh, Henry, 429 5th ave.	"	3	Fischer, Ada E., 241 W. 76th st.	"
	Riverside W.		4	Fleet, Samuel U., 152 W. 49th st.	"
4	McCoy, Dan'l F., 58 W. 66th st.	New York	5	Frankfield, Hugo, 328 W. 56th st.	"
5	Gilmour, Harvey J., 58 William st.	"	6	Frohman, Daniel, 159 W. 79th st.	"
6	Henning, J. H., 307 Boulevard	"	7	Gardner, R. A., 441 Pearl st.	"
7	Jones, L. F., 160 W. 97th st.	"	8	Gunnerson, William, box 1822	"
8	Underhill, G. B.	Bay Shore	9	Greenman, W. B., 35 Liberty st.	"
9	Burdett, Edward J., 155 W. 49th st.	New York	440	Good, Harry H., 205 W. 57th st.	"
	Union C.		1	Hall, Frank L., 62 William st.	"
390	Baldwin, Frederick H., 173 Fifth ave.	New York	2	Harris, Fred M., (P. O. address, Clifton, N. J.)	"
	Van Oost W.		3	Hussey, S. Walter, 247 W. 36th st.	"
1	Stewart, John A., 77 W. 94th st.	New York	4	Johnston, Theodore V., Jr., 130 Fulton st.	"
	Washington W.		5	Kelley, Albert T., 37 Wall st.	"
2	Anderson, Edward K., 2170 Bathgate ave., New York.	"	6	Klaber, Maurice, 47 W. 42nd st.	"
	Albany B. C.		7	Larkin, John, 305 West End ave.	"
3	McGarvey, Alden, Thurlow Terrace	Albany	8	Libman, Charles, 180 E. 64th st.	"
	Aurora Grata.		9	Leves, Alexander, 81 Convent ave.	"
4	Taylor, Sidney L., 306 Monroe st.	Brooklyn	450	Lummis, Benj. R., 56 New st.	"
	Brooklyn B. C.		1	Manice, William, 55 William st.	"
5	Lane, Warren H., 134 First Place	Brooklyn	2	Marsh, Ralph, 54 William st.	"
	Cycle C. of Brooklyn.		3	McFarlan, Francis, 110 Worth st.	"
6	Billweller, Mrs. C. J., 478 Bedford st.	Brooklyn	4	McKee, Robert R., 40 Wall st.	"
	Central W.		5	McMahon, Chas. H., 472 6th ave.	"
7	Linn, George, 65 Livingston st.	Brooklyn	6	Michel, Nathaniel, 237 W. 33rd st.	"
8	Megargel, P. F., 184 Clinton st.	"	7	Miehling, Edward, 102 W. 94th st.	"
9	Torres, A. R., 154 Clinton ave.	"	8	Miller, Frank S., 349 W. 26th st.	"
	Crescent A. C.		9	Mirick, Mark B., 216 W. 128 st.	"
400	Dater, Henry M., 307 Adelphi st.	Brooklyn	460	Müller, Fred, 32 E. 4th st.	"
1	Rae, John, care Brooklyn Savings Bank	"	1	Rhineland, Fred W., Jr., 45 Broadway	"
	Florence W.		2	Rindskoph, Albert, 632 Broadway	"
2	Bliss, Alfred C., 348 Grand ave.	Brooklyn	3	Ropes, E. D., Jr., 49 W. 57th st.	"
	Pequod C.		4	Schmid, Dr. Henry, 38 ave A	"
3	Rhodes, Robt. James, 99 Hinsdale st.	Brooklyn	5	Sconce, Robt. C., 320 N. 22nd st.	"
	Pioneer C.		6	Scott, William G., 42 Park ave.	"
4	West, Ida Eva, 727 Fulton st.	Brooklyn	7	Seligman, Jefferson, 11 E. 69th st.	"
	Prospect W.		8	Sherman, Dr. L. B., 355 W. 14th st.	"
5	Barnett, John, 292 5th st.	Brooklyn	9	Simpson, Louis, 532 E. 164th st.	"
6	Beattie, Lawrence, Jr., 28 Ashland pl.	"	470	Stix, Otto L., 51 Franklin st.	"
7	Eiseman, Wm. H., 1127 4th ave.	"	1	Fraunhar, A. B., 111 E. 88th st.	"
8	Garlich, Augustus, 165 Schermerhorn st.	"	2	Underhill, Gardiner F., box 1419	"
9	O'Brien, John, 24 Tompkins pl.	"	3	White, H. C., 41 E. 83rd st.	"
410	Quaid, C. D., 25 Windsor pl.	"	4	Wilson, Dr. Robert B., 529 Lexington ave.	"
	Vigilant C. C.		5	Winkler, Geo. Howe, 255 W. 44th st.	"
1	Mings, Burt D., 291 West ave.	Buffalo	6	Bull, Harcourt, 19 Broadway	"
	Penn Van B. C.		7	Marvin, Dr. David M., 2099 5th ave.	"
2	Titus, Ezra J.	Penn Van	8	McCredy, Wm. E., 105 Front st.	"
	Plattsburg C. C.		9	Reed, James C., Sherman sq. Hotel	"
3	Ives, Frank J.	Plattsburg	480	Tryon, Thomas, 36 Union sq.	"
	Unattached.		1	Thayer, Anson P., 273 Potter bldg.	"
4	Aaron, Herman, 15 Wall st.	New York	2	Weaver, George, drawer S	Albany
5	Allen, John H., 629 Walton ave.	"	3	Ransom, H. N., 413 N. Pearl st.	"
6	Baker, Thomas E., 18 Bethune st.	"	4	Conery, M. L., 40 Eagle st.	"
7	Berwin, Gabriel A., 15 and 17 Mercer st.	"	5	Brower, Walter S., 304 Madison ave.	"
8	Bradley, F. L., 51 E. 29th st.	"	6	Havemeyer, Chas. F.	Baychester
9	Brassington, Arthur F., 208 E. 29th st.	"	7	Cotton, Cameron, box 7	Bath
420	Chapin, Robert S., 44 E. 79th st.	"	8	Phelps, George H.	Belmont
1	Cowan, Charles D., 81 W. Houston st.	"	9	Shaver, E. B.	Berlin
2	Cowan, Mrs. Chas. D., 81 W. Houston st.	"	490	Barnard, Clifford, 171 Prospect st.	Brooklyn
3	Crawford, Alfred L., 2084 3rd ave.	"	1	Beatty, David Clark, 204 Montague st.	"
4	Cunningham, F. G., 8 E. 65th st.	"	2	Birkle, Edward, 345 14th st.	"
5	Day, William S., 31 W. 56th st.	"	3	Bonner, Paul E., 168 St. James pl.	"
6	Davis, Chandler, Pier "A," N. R.	"	4	Butler, Joseph K., 28 Lefferts pl.	"
7	David, Harry Percy, 140 Nassau st.	"	5	Cochran, J. C., 346 Monroe st.	"
8	DeForest, Geo. B., 14 E. 50th st.	"	6	Cook, F. M., 1069 Dean st.	"
9	Del Solar, J. A., 18 Exchange pl.	"	7	Daniels, John C., 337 Throop ave.	"
430	Edson, Franklin, Jr., 433 Produce Ex. bldg.	"	8	Demarest, W. T., 411 Fulton st.	"
			9	Dickover, Benj. C., 62 Tillary st.	"
			500	Dunn, Marcie, 208 Lexington ave.	"
			1	Ewald, Frank H., 118 Van Buren st.	"
			2	Fisher, Albert P., 144 Van Buren st.	"
			3	Goldey, James H., 290 Hancock st.	"
			4	Gray, F. I., 28 7th ave.	"
			5	Hellwig, Theodore A., 354 Quincy st.	"
			6	Higham, L. J., 437 Monroe st.	"
			7	La Vie, R. Morton, 857 President st.	"
			8	Lennox, Dr. Richmond, 23 Schermerhorn st.	"

80,509	Marcellus, J. Lawrence, Dime Savings Bank, New York	
510	Meehan, Thomas F., 729 Quincy st.	New York
1	Myers, Wm. J., 815 Putnam st.	"
2	Ormsby, Wat L., 228 Union st.	"
3	Reilly, John C., 16 Smith st.	"
4	Rutherford, Thos. W., 99 St. Felix st.	"
5	Sherman, Frank J., 764 Dean st.	"
6	Swift, Fred, 511 1/2 Green ave.	"
7	Van Keuren, J. W., 105 Prince st.	"
8	Warner, Dr. Alton G., 194 Schermerhorn st.	"
9	Williams, A. M., 455 8th st.	"
520	Wilson, Thomas, 359 Kosciusko st.	"
1	Forman, Walter A., 191 S. Oxford st.	"
2	Ball, Kneeland, 298 Pennsylvania st.	Buffalo
3	Lanahan, Timothy J., 82 Goodrich st.	"
4	Rodgers, J. B., 202 Main st.	"
5	Holmes, Chas. C.	Brewster
6	Higgins, Dr. F. W., 8 & 9 Wallace Bldg.	Cortland
7	Russell, Geo. D.	Cedarhurst
8	Murphy, C. M., 200 Lenox st.	Flatbush
9	Franklin, Chas. F., Main st.	Hempstead
530	Millar, George, Sammis st.	"
1	Starr, Henry S., box 225	"
2	<i>Dunham, Mrs. G. M.</i>	Herkimer
3	Burns, Geo. T., box 60	"
4	Van Duyn, James P.	Hollis
5	Morgan, Wm. H., 118 University ave.	Ithaca
6	Deyo, R. L.,	Lexington
7	Johnson, J. S.,	"
8	Van Valkenburgh, J. M., Monroe House	"
9	Silence, C. P., box 15	Long Island City
540	Woodbury, Arthur, box 15	"
1	King, J. H.	Middletown
2	Stoll, George, 121 S. 11th ave.	Mt. Vernon
3	McQueen, Bruce N., 284 Rich ave.	"
4	Messenger, F. P.	Nassau
5	Campbell, Chas. E.	New Lebanon Centre
6	Graham, A. L., care Acme Oil Works,	Olean
7	Follet, A. M.	"
8	Overacker, Charles, Vassar Coll.	Poughkeepsie
9	Arnold, John B., Post Road	Port Chester
550	Hilligass, L. D.	Port Leyden
1	Jones, R. D.	Port Richmond
2	Smith, C. Elmore	Rockville Centre
3	Dikeman, Roswell, 99 Driving Park ave.	Rochester
4	Newcomer Geo. M., box 303	Richmond Hill
5	Harris, F. F.	Scio
6	Andrews, James M.	Schenectady
7	Thatcher, F. W., 101 Lock st.	Syracuse
8	Stevens, John L.	Shushan
9	Bing, August	Tarrytown
560	Martin, Geo. H.	"
1	Brown, Leslie W., 255 Genesee st.	Utica
2	McGrath, M. J., 19th ave.	Van Pelt Manor
3	Agar, John G.	Westchester
4	Potter, Howard Nott, Country Club	"
5	Schrode, Henry, box 113	"
6	Reynal, Nathaniel C.	White Plains
7	Bitterman, Theodore, box 44	West Point
8	Born, Fred A., 84 Ashburton ave.	Yonkers
9	Van O'Linda, G. W., 145 Hawthorne ave.	"

North California—11.

	Garden City C.	
80,570	Lion, Gus	San Jose
	Liberty C. C.	
1	Irelan, Frank W., 238 Ellis st.	San Francisco
	Pacific C. C.	
2	Herbst, Adolph, Jr., 1533 Geary st.	San Francisco
	Olympic C. W.	
3	White, Charles A., Bank of Cal.	San Francisco
4	Hawks, James, L., Bank of Cal.	"
	Asso'n Cyclers.	
5	Folsom L. A., Postal Tel. Co.	San Jose.

	Unattached.	
80,576	Hodghead, W. H.	St. Helena
7	Tarkington, M. S., box 202	Tulare
8	Schoenemann, L. E., box 311	"
9	Hutchins, James W., box 398	Marysville
580	McCarthy, D. C., box 15	San Miguel

Ohio—10.

	Chillicothe W.	
80,581	Sproat, B. F., box 1313	Chillicothe
	Cincinnati B. C.	
2	Pummill, Percy W.	Bond Hill
	Ceramic City C. C.	
3	West, Homer	East Liverpool
4	Crawford, S. J.	"
	Madisonville C.	
5	McLaughlin, W. C., box 316	Madisonville
	Unattached.	
6	Bankard, H. N. Jr., 126 E. 4th st.	Cincinnati
7	Fries, Archibald, Central Union Station	"
8	Kammann, Albert A., 98 Molitor st.	"
9	Curtiss, Chas. E., 621 Prospect st.	Cleveland
590	Palmer, Leslie L., box 45	Mansfield
1	Kirchner, A. J., 172 E. Market st.	Tiffin

Oklahoma—16.

	Guthrie W.	
80,592	Armstrong, Salem, 512 E. Perkins st.	Guthrie
3	Brewer, J. E., 109 E. Washington st.	"
4	Carver, Walter F., 117 N. Division st.	"
5	Hill, J. F.	"
6	Frisbie, Arthur A., box 261	"
7	Knauss, E. H., 113 E. Oklahoma ave.	"
8	Olsmith, Frank	"
	Unattached.	
9	Cunningham, C. A., box 167	Guthrie
600	Kerr, C. I.	"
1	Owens, G. H., 116 E. Oklahoma	"
2	Robertson, Robert S.	"
3	Stevens, Ernest H., care W. F. & Co. Ex.	"
4	Banks, J. B., box 65	Perry
5	Stewart, A. L., box 74	"
6	Talbert, V. C., box 613	"
7	Vollmer, W. A., box 11	"

Pennsylvania—11.

	Unattached.	
80,608	Rufe, Morris, 216 Wister st.	Germantown
9	Snyder, Wm. Mc D.	Leetonia
610	<i>McAllister, Dr. Anna M.</i> , 2045 Chestnut st., Philadelphia	
1	Glover, Josephus, 337 Chestnut st.	Philadelphia
2	Raffetto, J. J., 1523 Dauphin st.	"
3	Van Leer, Wm. M., 241 Chestnut st.	"
4	Suplee, Chas. J., 241 Chestnut st.	"
5	Fisher, J. H. (P. O. N. Hatley, Quebec, Canada), Pittsburg	
6	Neale, John C., 244 S. Highland st.	Pittsburg
7	Silkman, Theodore, 2006 N. Main ave.	Scranton

Rhode Island—4.

	Constellation C. C.	
80,618	Macdonald, Harry, 5 Willow st.	Newport
	Unattached.	
9	Doyle, H. C., 4 Read st.	Pawtucket
620	Cunningham, Herbert W., 328 Main st.	"
1	Craven, Whitfield, 918 Branch ave.	Providence

South California—4.

	San Diego W.	
80,622	Doud, W. H., 972 5th st.	San Diego
3	Woodward, E. A., box 265	"

Unattached.

- 80,624 Leszynsky, I. L., box B. B. San Diego
 5 Eckhardt, Jacob, box 114 Santa Barbara

Texas — 8.

- Elpaso C. T. A.**
 80,626 Brown, J. W., 908 No. Oregon st. El Paso
 7 Parkes, D. S., box 454 "
 8 Luckett, P. H., care S. P. R. R. "

Dallas W. C.

- 9 Wilmans, Lloyd, 179 Elm st. Dallas

Unattached.

- 630 Crow, W. M., 360 Main st. Dallas
 1 Rand, W. J., box 84 El Paso
 2 Culmore, Chas., 2118 German st. Houston
 3 Totten, Harry, Wash. Iron Works Sherman

Virginia — 2.**Port's Cycle Club.**

- 80,634 Brandt, Maurice A., 213 High st. Portsmouth

Unattached.

- 5 Whitmore, B. F., Plune st. Norfolk

Wisconsin — 2.**U. of W. C. C.**

- 80,636 Bird, Hobart S., 310 E. Gorham st. Madison

Mound City W.

- 7 Carter, T. P., box D. Plattsville

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Connecticut — 1.**Unattached.**

- 80,638 Hammond, Geo. K., box 509 East Hartford

Massachusetts — 1.**Unattached.**

- 80,639 Ogden, Louie, 34 Newton st. Brighton

New Jersey — 3.**E. A. C.**

- 80,640 Carpenter, Chas. G. Rahway

Lakewood B. C.

- 1 Westhall, E. J. Lakewood

Unattached.

- 2 Harris, Florence N., box 180 Long Branch

Washington — 1.**Colfax C. C.**

- 80,643 Ewart, Ed. Colfax

LEAGUE CLUB RENEWALS.

- 591 Penn. Wheelmen Reading, Pa.
 573 Oskaloosa Cycling Club Oskaloosa, Ia.

NEW LEAGUE CLUBS.

- 613 Shelbina Cycling Club Shelbina, Mo.
 614 Springfield Turn Verein Bicycle Club, Springfield, Mass.

THAT FELLOW FEELING.

On occult sciences she dwelt — this learned Boston miss;
 She knew the nowness of the Then, the Thatness of the This.
 "And do you not at times," she asked, "in fervor long to clasp
 The near though unattainable — the just beyond your grasp?"

The sweet Chicago girl to whom her question was addressed,
 Looked in her far-off, soulful eyes and candidly confessed, —
 "You bet I do, just lots of times!" (Oh, Concord, calm thy
 shades)!

"It's when I have an itching right between my shoulder
 blades."

HEADGEAR FOR HOT WEATHER.

WILLIAM D. KEMPTON, M.D.

When we consider the helmets worn by English soldiers in hot climates, by African explorers, and by our own soldiers in hot weather, and contrast them with the little caps worn by wheelmen on broiling hot days, we must conclude that either the soldiers or the wheelmen are wrong.

If a horizontal line is drawn back from the top of the ear, it will indicate, approximately, the dividing line between the upper and lower brain. The lower brain or cerebellum, as it is more properly called, presides over muscular action and bears much the same relation to the muscles as does the generating station of an electric railroad to the trolley cars. The nerves running from the brain to the muscles carry power to them just as the trolley wires carry power to the cars. If the generating station breaks down the cars will not run, and if the cerebellum is overheated, its generating power is diminished, the muscles contract irregularly and less vigorously and the body is soon fatigued.

The thick, long hair of the American Indian hangs down his back and protects these parts from the direct rays of the sun, but the American wheelman has the hair in this region clipped as close as possible, and instead of providing some protection in its stead, puts on his little cap, starts out on a red-hot day and wonders why his steering grows so erratic and he feels so played out.

A helmet with a long peak in the back gives these parts the proper protection and, by permitting a current of air to pass up over the head, prevents it from being overheated.

Those who have never worn helmets will be surprised to find how much more heat they can stand and how much farther they can ride with helmets than they can with caps.

A COMPREHENSIVE BUSINESS.

The *Hardware Dealer* gives the following as the wording of a sign which is displayed on the store of a country merchant.

Hardware and Kitchen Goods, Roofs repaired — flour and feed for sale — engines built — bicycles and machines of all kinds repaired — real estate bought and sold.

A large sign suspended over the alley way read: "Painting, Glazing and Paper Hanging." In one corner of the window a very modest sign announcing "Boarding by the day or week" was quite overshadowed by the following lapse into poetry:

Wringers repaired, good as new,
 Lawn mowers sharpened, well and true,
 Skates in season, scissors, too,
 Well and cheap by

L. VENUE.

Judged by its peel, the banana is a fall fruit.

QUERIES AND ANSWERS

P. E. A., Louisville, Ky., writes:

In your issue of May 31, a dialogue between a rider and an agent, is headed "Another Absurdity." While most people might be willing to believe it to be an absurdity, it is not so easy to see why. Will you kindly explain it?

Ans. Because the chain is endless, and whatever part of it is "running up hill" is exactly balanced by an equal weight of chain which is running down hill, and this would be the case in whatever position the sprocket wheels were placed.

A SPACE FILLER.

It very often happens that
In making ready for the press,
There is a corner to be filled —
• An inch or two, say more or less.
In such a case, with copy short,
It's handy just to have about
Some fellow who can write a verse
Like this, to fill the column out.

TWO LIARS.

At a recent gathering of notable men the after-dinner chat turned upon personal experiences, and a distinguished jurist related this:

After graduation, he migrated to a western town. Months of idleness, with no prospect of improvement, induced him to seek a new home. Without money to pay his fare, he boarded a train for Nashville, intending to seek employment as reporter on one of the daily newspapers. When the conductor called for his ticket he said:

"I am on the staff of the —, of Nashville; I suppose you will pass me?"

The conductor looked at him sharply.

"The editor of that paper is in the smoker. Come with me; if he identifies you, all right."

He followed the conductor into the smoker; the situation was explained. Mr. Editor said:

"Oh, yes; I recognize him as one of the staff. It is all right."

Before leaving the train the lawyer again sought the editor:

"Why did you say you recognized me? I'm not on your paper."

"I'm not the editor, either. I'm travelling on his pass, and was scared to death lest you should give me away." — *Fashions*.

TRADE NOTES

THE Sterling Cycle Works, of Chicago, have just closed a contract for State agency on the Sterling bicycle with the firm of T. C. Powers & Co., of Helena, Mont. Mr. T. C. Powers, the senior member of this firm, is ex-senator from Montana, and is interested in a large number of business enterprises throughout his State, having branch stores in twelve different localities. They are a very pushing firm, and in their several departments or stores handle nearly everything produced in the country which is used by the people of that State. The bicycling department which they are just inaugurating will be under the management of Mr. C. W. Sparr, who has been the private secretary of Mr. Powers for some time.

THE two handsome half-tones on page 14 were made from instantaneous photographs taken on Stanley plates No. 50. For time exposures, they make an excellent plate and mark it No. 35. If your dealer doesn't handle the Stanley plates, send directly to the factory for them. See their advertisement on page 16.

The Awful Clove Habit.

The demon with the cloven hoof
Is sure to get, at death,
The man who all the while on earth
Possessed a cloven breath.

Just Happens That Way.

Even the scrupulously conscientious young woman who would not for the whole world deceive her lover concerning her physical charms, is likely to get her shoes a size or two larger after she marries.

To the person just learning to ride, the two-wheeled steed seems to be a try-sigh-cle.

Why He Succeeds.

The undertaker ought to play
His part so as to make a hit,
For all his life, day after day,
He goes about re-hearse-ing it.

Oil, box 27, Lititz, Pa.

"ZIMMERMAN

Abroad and Points on Training" for sale by all news dealers, or send fifty cents to J. M. Erwin, room 906, 218 La Salle street, Chicago.

Avon Inn

At Beautiful
AVON - BY - THE - SEA
NEW JERSEY.

The most elegantly appointed hotel on the Jersey coast. Ten minutes' ride from bicycle track at Asbury Park. Special rates to L. A. W. men and their friends during meet week, who wish to avoid the crowds. Good bicycle room.

FARINTOSH & AMER, Props.

